



TOP 25:

1. LANCE ARMSTRONG

◀◀ (born 1971)
by League Staff

Lance: The one word that represents hope to millions of people around the world. We've watched as he's grown from a supremely confident young man to a testicular cancer victim to the winningest cyclist in the history of the Tour de France. In 2005, after he secured his seventh Tour de France championship, Armstrong retired from the field. As a cycling advocate and outspoken voice for cancer survivors, he will continue to recruit Americans to cycling for years to come. For these reasons, and millions of others, Lance Armstrong is the number one person to influence American bicycling in the past 125 years.

2. THE SCHWINN FAMILY

(company founded 1895)
by Joe Breeze

Ignaz Schwinn formed the Schwinn Company in Chicago in 1895. Ignaz's son, gifted designer-marketer Frank W., later joined the company. For nearly 100 years, the Schwinn family built solid,



IGNAZ SCHWINN

reliable and technologically advanced bikes. In the 1930s, when other American manufacturers

cheapened the bicycle into near uselessness, Schwinn recharged America's interest in bicycles with high-quality tires and other components. When the derailleur came into vogue in the 1950s, Schwinn pioneered its use on mass-market bikes. In the 1960s, Schwinn pioneered marketing of bicycles to adults while delighting kids with the Sting Ray. The preeminent American bike company suffered a series of setbacks after the 1960s, and the family sold its interests in 1993 after an economic

downturn. Yet, even if Schwinn wasn't the driving player in later markets, earlier Schwinn products did spark the development of BMX and mountain biking.

3. COL. ALBERT A. POPE

(1843-1909)
by Stephen B. Goddard

Colonel Albert A. Pope was the world's largest manufacturer of bicycles (under the brand name Columbia) in the late 1800s. His production methods pointed the way for Henry Ford, and included precision machining, interchangeability of parts and vertical integration. More intangibly, Pope's speeches and writings inspired in Americans a love affair between people and bicycling. Pope's greatest legacy may have been his role as the father of the Good Roads Movement, which over 40 years pulled the nation out of the mud and paved roads from coast to coast. As the uncle, if not the father, of the assembly-line method of production, Pope with his innovations powered America through the first heyday of cycling in America.



4. CHARLES PRATT

(1845-1898)
by League Staff

As the founder and first president of the League of American Wheelmen, Charles Pratt is the father of bicycle advocacy in the United States. He was an early champion of cyclists' rights, and was knowledgeable about England's Cycle Touring Club and Boston's Bicycle Club. Using these as models, he said at the League's founding rally in 1880, "We are



banded together for promoting good wheelmanship, for defending the rights of American wheelmen, and for the encouragement of touring." He went on to lay out the advocacy position the League still uses today, saying, "We are entitled to the privilege of riding in the parks or public highways of the United States as much as the owners of other carriages, and we will not rest until we and our brother wheelmen have the freedom of travel on our choice of wheels anywhere from Penobscot Bay to the Golden Gate." He also published the first book on bicycling, and worked for many years with the Pope Manufacturing Company.

WHO WERE THE JUDGES?

A panel of celebrity judges participated in the process. They are:

Joe Breeze, president, Breezer Bicycles

Dan Burden, senior urban planner, Glattling Jackson

Allison Dunlap, 2001 World Mountain Bike Champion

Phyllis Harmon, board member emeritus, League of American Bicyclists

David Herlihy, author, *Bicycle: A History*

Chris Kegel, owner, Wheel and Sprocket Bikes

Steve Madden, editor-in-chief, *Bicycling Magazine*

Georgena Terry, owner, Terry Precision Bicycles

Megan Tompkins, editor, *Bicycle Retailer & Industry News*

CHANGE AGENTS FOR CYCLING

FROM BONE-SHAKING BICYCLES TO CARBON FRAMES, THESE 25 PEOPLE CHANGED BICYCLING IN AMERICA

From the first person to design a bicycle to Lance Armstrong's incredible feats of strength, cycling in America is bigger than it has ever been. Certainly, the Outdoor Industry Foundation's statistic of 79.1 million Americans participating in cycling in 2004 means more people are riding than ever before. As part of the League of American Bicyclists' 125th anniversary celebration, we set out to answer some important questions about cycling's past, and our future.

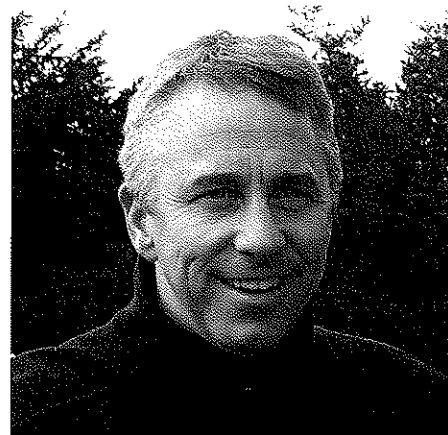
Who was responsible for transforming cycling from a new invention to one of the most popular activities in America? Was it the racers? The inventors? The advocates? After gathering more than 300 nominees from members and cyclists across the country, the League narrowed the list down to the 30 mentioned most often. We then enlisted the help of current industry leaders, advocates and pioneers to put the list in order. After careful consideration, here are the results: The League's list of 25 people who indelibly changed the face of cycling in America.

5. GREG LEMOND

(born 1961) ▶▶
by League Staff

Greg LeMond energized American cycling by being the first non-European to win the Tour de France in 1986. He went on to win the Tour twice more in the 1980s, culminating in a nail-biting finish in 1989. That year, hoping for a top 10 finish, LeMond rode incredibly well in

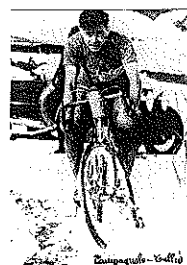
the time trials, and went into the final day with a nearly insurmountable 50-second deficit. Miraculously, he beat the leader by 58 seconds, winning the Tour de France by the smallest margin ever — eight seconds. LeMond also popularized clipless pedals, cycling eyewear and aero bars, and his company has continued to build innovative bicycles since his retirement from racing in 1994.



6. TULLIO CAMPAGNOLO

(1901-1983)
by Eric Norris

Campagnolo found some success as an amateur cyclist in the 1920s. During one of his races he confronted a problem that often faced cyclists of those days — removing a wheel. It was November 1924, the wingnuts that held his wheel on had frozen, and his hands were too cold to budge them — so he lost his chance at victory. In 1930, he introduced the first quick-release hub, answering the challenge he had made to himself after losing that race. Campagnolo's components, which were made in Italy, set the standard for finish and performance from the 1960s to the 1980s, a period during which Campagnolo-equipped bicycles dominated the professional peloton. The company stumbled in the 1990s when it failed to anticipate demand for indexed shifting and mountain bikes, but has recovered and remains a solid competitor to industry leader Shimano. His son, Valentino, today runs the company he founded.



7. SHIMANO FAMILY

(company founded 1921)
by Megan Tompkins

Shozabura Shimano put Shimano Iron Works on the international map in 1921 when he developed a single-speed freewheel. The Japanese company practically took over the American multi-speed component market in the 1950s

with an external derailleur and internal three-speed hub. It later developed the first successful indexed shifting systems. Shimano in the 1980s developed the Deore XT series for mountain biking. In the early 1990s, it introduced the STI dual-control brake lever. In 1965, it established Shimano American Corporation in New York, and nine years later moved its U.S. operation to

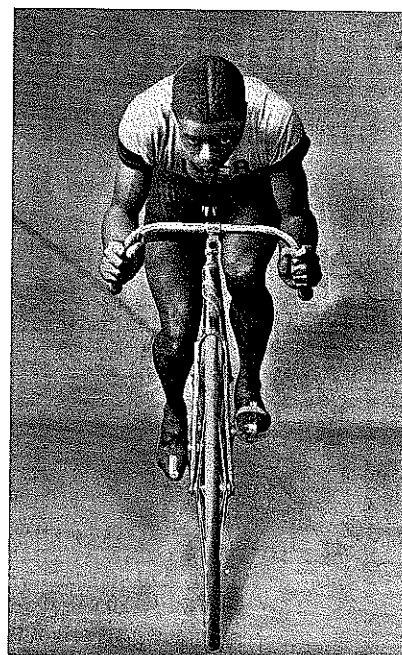


Southern California. Shimano's technological innovations, significant investment in R&D, and proximity to Asia has allowed it to become the largest bicycle component manufacturer in the world. Shimano family members continue to run the company's operations.

8. MAJOR TAYLOR

(1878-1932) ▼▼
by Lynne Tolman

Some 100 years ago, when bicycle races drew crowds that filled Madison Square Garden, the biggest draw of all was Major Taylor. Blacks were banned from amateur bike racing in the United States in 1894, just as cycling's



popularity surged. But the ban stimulated the growth of black cycling clubs and black races, which gave Taylor his early opportunities to prove his ability. He held seven world records in 1898 and won the world championship in 1899 in Montreal. He became the highest paid athlete of his time, and one of the wealthiest blacks in America.

Pierre Lallement
(below) was the
original bicycle
patentee.



9. PIERRE LALLEMENT

(1843-1891) ▲▲
by David V. Herlihy

Pierre Lallement was the original bicycle patentee (US patent 59915, granted November 20, 1866, filed in New Haven, Conn.). His patent exerted a major influence on U.S. bicycle development during its 17-year term, serving as the cornerstone of Albert A. Pope's monopoly on American high-wheel production from 1878-1883. Shortly after its expiration, about 1884, Lallement himself settled in Boston to work as a mechanic for Pope's concern. The Frenchman died in obscurity in Boston in August 1891, just as the newly

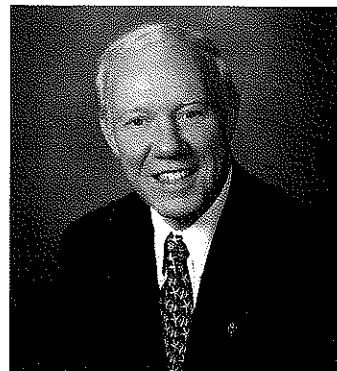
introduced "safety" bicycle was about to trigger a worldwide boom in demand. By the early 1890s, the industry shifted production to the wildly popular "safety bicycle," a vehicle strikingly similar to modern variety. By reverting to Lallement's original bicycle profile, an invitingly low mount that anyone could master, the industry effectively achieved Lallement's dream alluded to in his patent: a two-wheeler that, "after a little practice," can be driven "at an incredible velocity with the greatest of ease."

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10. JIM OBERSTAR

(born 1934) ▲▲
by Andy Clarke

Since 1990, this 17-term Democratic congressman from Duluth, Minn. has championed bicycling in the nation's capital. Bicycling helped him overcome and honor the loss of his first wife to breast cancer. Much of the federal funding invested in bicycling since that time — a staggering \$2.5 billion — can be traced back to the programs and policies he wrote. The new Safe Routes to School program, another \$612 million, is his work. Oberstar is a tough rider, and has ridden the industry and advocacy groups hard to play tough in Washington, helping cyclists across the country.

11. GARY FISHER

(born 1950) ▶▶
by Tim Blumenthal

His name will be forever tied to the beginnings of mountain biking, but Gary Fisher's life continues to be a passionate pursuit of all elements of bicycling. In the mid-70s, Fisher and his Northern California road racing buddies modified old Schwinn bikes into klunkers, the first rendition of the mountain bike. In 1979, he and Charlie Kelly started selling new off-road bikes under the label MountainBikes. The name stuck, went generic, and became the label for a new brand of bicycling that swept the globe and expanded two-wheel transport and fun forever.

During his 25-year stint at the helm of Gary Fisher Bicycles, Fisher has helped develop and refine many of cycling's most significant new

technologies, including indexed shifting and suspension. His ever-expanding racing resume includes championships on road, dirt and even snow. He remains a highly visible, non-conforming, and revered ambassador for the benefits of a bicycling lifestyle.

12. PHYLLIS HARMON

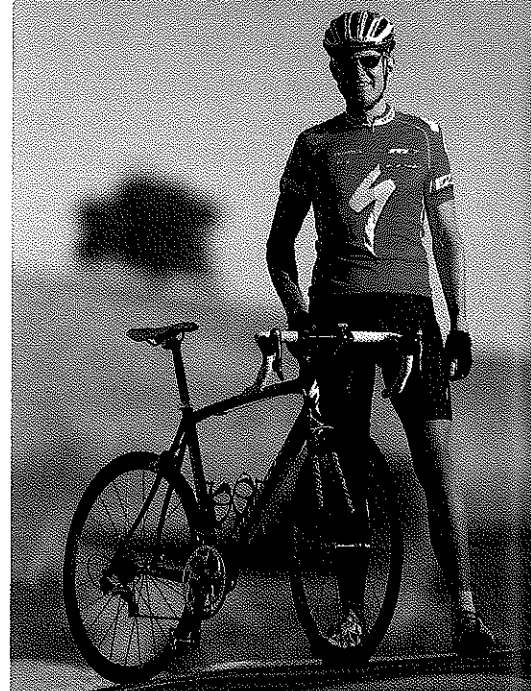
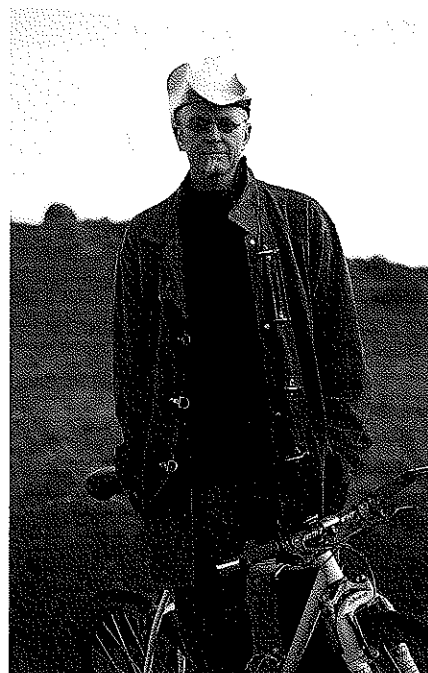
(born 1917)
by Andy Clarke

More than anyone else, Phyllis Harmon can claim to be the heart and soul of the League. A member since 1937, Phyllis has held the League together and played every conceivable role from



board member to staff person to volunteer, in almost 70 years of service. Her work has touched the lives of tens of thousands of League members and the wider

bicycling community — not least through the pages of the League's magazine, which she lovingly wrote and edited for many years. Indeed, with countless accolades and titles to her name, she relishes "editor emeritus" first and foremost.



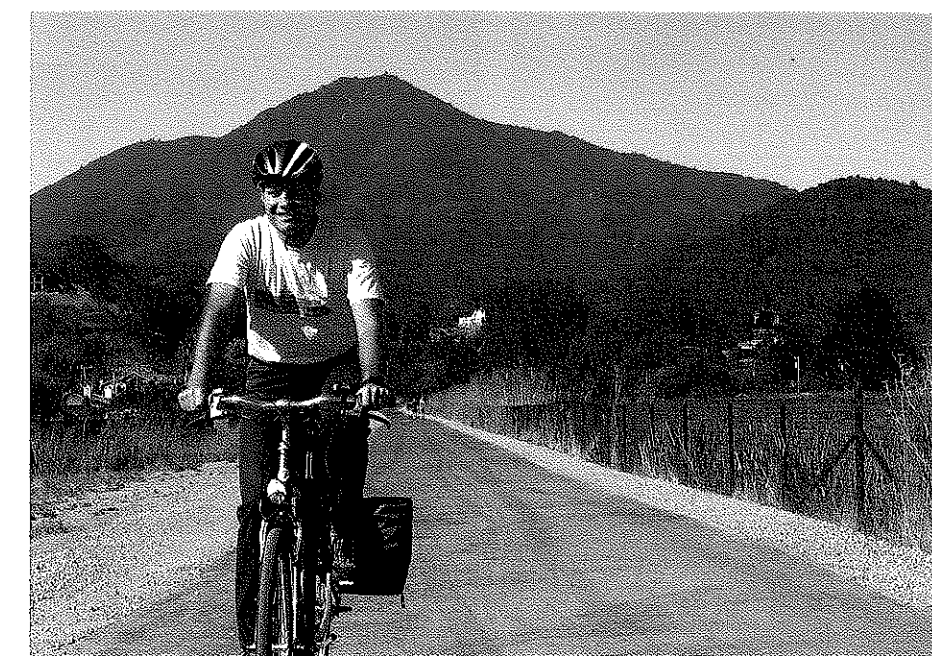
14. JOE BREEZE

(born 1953) ▶▶
by Tim Blumenthal

Like most Bay Area kids in the 1960s, Joe Breeze rode his bike to school. But when his peers moved on to cars, Joe kept pedaling. He started road-bike racing and touring all over California and in 1971 made a cycling pilgrimage to Europe, where he witnessed the bike-friendly cultures of the Netherlands and Italy.

He became a framebuilder in 1974, and in 1977 designed and built the first modern mountain bike, called Breezers. Breeze remained a central force in the evolution of off-road cycling and its technology. He designed high-end mountain and road-racing bikes during the 1980s and '90s.

Breeze's storied career in the bike business took a remarkable turn in 2002, when he refocused Breezer Bikes on producing beautiful, simple bicycles for everyday life. "Fit exercise into your life, not just onto it, with transportation



that's fun," Breeze said. While this concept had long been embraced in Europe, it was anything but the norm for a U.S. bike company.

Today, with oil at \$70 per barrel, 30 percent of Americans obese, and an unprecedented number of hours wasted in highway traffic jams, Breeze's vision of bicycling as a solution seems remarkably prescient.

13. MIKE SINYARD

(born 1950) ▲▲
by Joe Breeze

For more than 30 years, Mike Sinyard has parlayed a love of cycling, along with business smarts, into one of the world's most innovative bike companies.

From its 1974 San Jose beginnings, Sinyard's Specialized Bicycle Company has been setting the tone for bikes in America.

Specialized blasted off in 1978 with user-friendly, high-performance clincher tires, promoted with a marketing zeal now synonymous with the company name. In 1981 Sinyard capitalized on Marin County's mountain bike innovation, going to Japan to mass-produce the Stumpjumper. The stampede roared on until almost every bicycle company offered mountain bikes. By 1988, Specialized was first to employ a full-time bike advocate to rally support for trail access, and in the 1990s, the company played a pivotal role in the passing of legislation to return more tax dollars for bike transportation.

Through his company's innovations for racing, recreation and everyday mobility, Sinyard has gotten many Americans on bikes.

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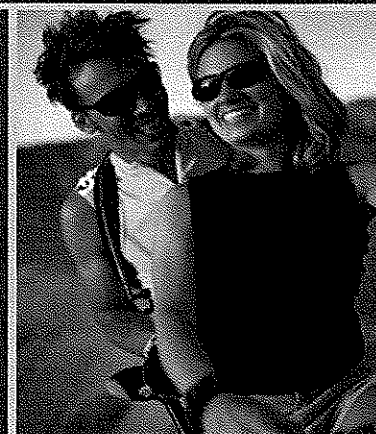
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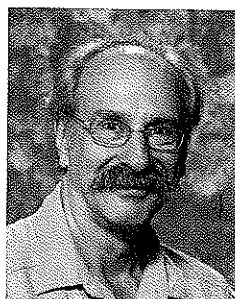
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15. DAN BURDEN

(born 1943)

by Andy Clarke

Dan Burden's incredible journey began with a 1972-73 ride from Alaska to Tierra Del Fuego. Along the way, he started Bikecentennial (now the Adventure Cycling Association) and in 1977 he worked to create the Bicycle Federation of America. In 1980 he became Florida's first bicycle coordinator, a position he held for 16 years. He defined that position for state departments of transportation across the



nation, and then spent 10 years inspiring hundreds of communities to improve their livability. He didn't finish that first ride and there's no knowing where his lifetime journey will end — but he has

had a profound impact on bicyclists in the United States for more than 35 years.

16. PAUL DUDLEY WHITE

(1886-1973)

by Dan Burden

Dr. White sparked national attention, energy and life into modern adult bicycling. In the 1950s, more than any other person, Dr.



White became the center of North American media's awakening to bicycling. Former images of bicycling being for kids who watched Captain Kangaroo, and a few French bike racers with thick thighs, dissipated as Dr. White wrote a prescription for Dwight D. Eisenhower, the WWII era general turned American president, to turn to exercise. White advised Eisenhower that regular exercise, like bicycling, was the key to keeping his own heart pumping. Although Ike became known for taking up golf, rather than bicycling, Dr. White became redundantly featured on his own

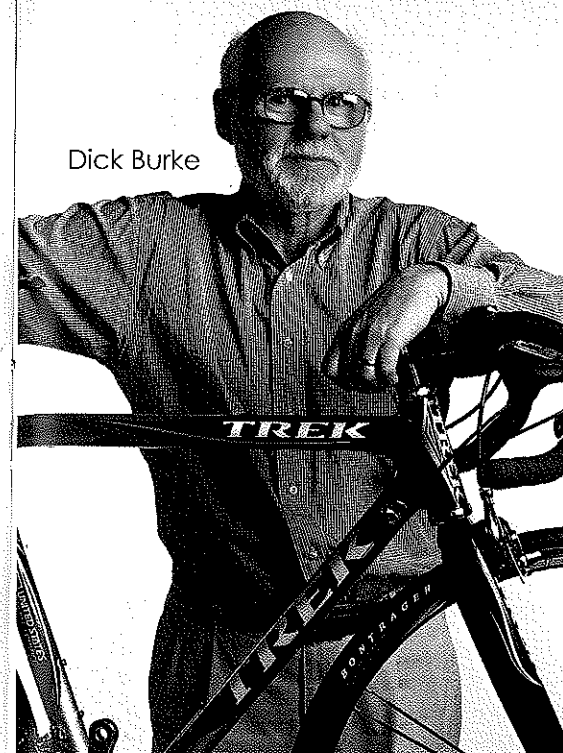
three-speed as American adult bicycling began to take off.

In the early 1960s, Dr. White's name, wire-rim glasses and three-speed bike were widely promoted focal points as adults tuned in and then began turning their new-found pedals, pumping energy into adult bicycling and a craze that put at least two new dust-gathering bikes in every garage.

17. BURKE FAMILY

(company founded in 1976) ▶▶
by Megan Tompkins

Richard Burke, along with Bevel Hogg, founded Trek Bicycle Corporation in 1976. The five-person company began hand-brazing steel touring framesets in a rented barn in Waterloo, Wis. Over time, Trek purchased other brands, including Bontrager, Gary Fisher, Klein and LeMond. In 1992, Trek introduced its proprietary OCLV carbon fiber technology, producing the lightest road production frameset at that time. It would precede the future carbon fiber road craze by more than 10 years. Trek in 1997 signed Lance Armstrong, seven-time winner of the Tour de France, making it the first American bike frame manufacturer to win the world's most prestigious bicycle race. In 1997, Richard's son, John, assumed the role of Trek president. The Burke family currently controls Trek Bicycle, which has grown into a global corporation with sales of more than \$400 million in 2004. It continues to manufacture much of its product in Wisconsin.



Dick Burke

Cycling Activities Director for Schwinn, played an active role in re-creating the League of American Bicyclists and started a school for certified bicycle mechanics. He also traveled across the United States promoting bicycling.

19. GEORGENA TERRY

(born 1950) ▶▶

by Bill Hammack

Terry started building bicycles for a living on a hunch, taking homemade bicycles to rallies in the 1980s. She was often approached by women there, and asked to make specific bikes for them. With her engineering degree and inquisitive mind, she began studying anatomical differences. Recognizing that women have generally different centers of muscle mass, and longer limbs, than men, she began designing her bikes with these differences in mind. These developments, and her seat designs and other accessory innovations for women, helped turn the industry's focus to women.



and design recommendations with his 1977 book *Bicycle Transportation Engineering* — both published by MIT Press. Forester's advocacy led to the California highway manual's bicycle section, the basis for U.S. national bicycle facilities guidelines. He is a strong advocate of cyclists' right to the roads. As a critic of special bicycle facilities, he has been criticized in turn for not taking a broader perspective on cycling issues. Now in his 70s, he is still active as an advocate, and maintains a Web site, www.johnforester.com.

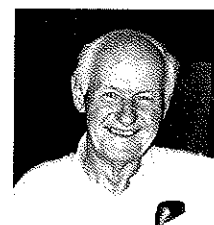


20. JOHN FORESTER

(born 1929)

by John Allen

John Forester, a past President of the League, put bicycling education on a scientific footing with his 1976 book, *Effective Cycling*, and expanded policy



18. KEITH KINGBAY

(1918-1995)

by Phyllis Harmon

Kingbay led the industry and advocacy communities before and during the bicycle boom that was created by the American fuel crisis in the 1960s and '70s. He was the first recipient of the League's highest honor, the Paul Dudley White Award, in 1977. In his illustrious career, he was the



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The League extends special thanks to the contributors who wrote about the Top 25 people in American cycling. They are:

John Allen, board member of the League of American Bicyclists

Tim Blumenthal, executive director, Bikes Belong Coalition

Joe Breeze, president, Breezer Bicycles

Dan Burden, senior urban planner, Glattig Jackson

Andy Clarke, executive director, League of American Bicyclists

Alison Dunlap, 2001 World Mountain Bike Champion

Stephen B. Goddard, author, *Colonel Albert A. Pope and His American Dream Machines: The Life and Times of a Bicycle Tycoon Turned Automotive Pioneer*

Bill Hammack, chemical engineer, University of Illinois

Phyllis Harmon, board member emeritus, League of American Bicyclists

David Herlihy, author, *Bicycle: A History*

Mike Klasmeyer, operations manager, City Bikes

Steve Madden, editor-in-chief, *Bicycling Magazine*

Eric Norris, editor, www.campyonly.com

Lynne Tolman, board member, Major Taylor Association

Megan Tompkins, editor, *Bicycle Retailer & Industry News*

21. GARY KLEIN

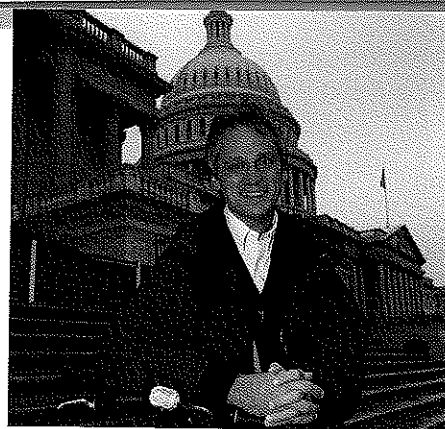
(company founded 1975)
by Mike Klasmeier

It's impossible not to mention Gary Klein when you talk about high-end bicycles. Klein Bicycles was founded on innovative frame design and the manipulation of aluminum tubing to reduce weight. His development of large tube shapes is responsible for the



current popularity of aluminum frames. The flawless execution of technology and aesthetics has made Klein Bicycles one of the most respected and sought-after brands in modern American cycling. Klein has

consistently dedicated time and resources to bicycle advocacy both locally and with the League of American Bicyclists. Whether he is prototyping frames for small builders or dreaming up another featherweight, world-class machine, his attention to detail and penetrating laugh will always be part of American cycling.



22. EARL BLUMENAUER

(born 1948) ▲▲
by Dan Burden

Blumenauer began his career in public service at the young age of 25, when he was elected to the Oregon House. He moved up to become a state senator, then County Commissioner for the Portland area, then City Council member for Portland, and then became Portland's Public Works Director. He became a member of the U.S. House of Representatives in 1996, and is now in his sixth term. His achievements over the years have helped push Oregon and Portland into national attention in bicycling, walking and transit ... helping

promote the notion that great cities need to focus on their people, not just their cars.

During these years, he developed an awareness that change only occurs with an informed constituency. He taught courses on citizen advocacy at a local college and helped fill an essential niche to make Portland one of America's best, most livable cities. Always with a bow tie, this bright beaming smiling Congressman is a constant force for change. Blumenauer is a strong advocate for smart spending on transportation, and one of the most knowledgeable and capable change agents in city making and transportation.

23. JULI FURTADO

(born 1967)
by Alison Dunlap

Furtado dominated the women's mountain biking circuit in the early 1990s. In 1990, she was Cross-Country Mountain Bike World Champion, and then in 1992 she won the Downhill World Championship. After narrowly missing out on the 1992 Cross Country title, she



proceeded to win every race in the 1993 season, a feat that has never been repeated. In 1997, she was diagnosed with Lupus. This unpredictable disease thwarted her quest for an Olympic medal in 1996.

On a more personal note, I've known Juli Furtado since my sophomore year of college. At the collegiate nationals in 1990 at UC Santa Cruz, we raced against each other. While I didn't win anything that weekend, I raced my heart out and attacked any time I could. At the awards ceremony, she presented me with one of their National Championship jerseys. Juli Furtado is the kind of rider that inspires us with her greatness. She has had a remarkable impact on the sport and on women cyclists.



24. Horace Huffman

(1885-1945) ▲▲
by Dan Burden

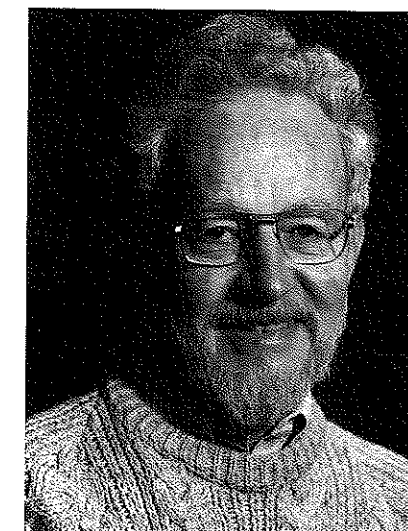
As a child, Horace Huffman (Huffy) loved rivers and bicycles. He carried both of these inspirations forward, making his company, which was founded in 1925, the largest manufacturer of bicycles in the world. This came at a time when the nation's thirst for an abundance of adult bikes blossomed. A fellow Ohioan, Huffy was a personal mentor of mine. He served as one of the founding members of my board for the start-up of the Bicycle Federation of America. He opened doors, pumped money, and his own dreams, into this

young professional organization. Earlier, Huffy seeded funds and helped inspire the Bikecentennial organization (now Adventure Cycling).

25. ROBERT RODALE

(1930-1990) ▶▶
by Steve Madden

Bob Rodale was the scion of the family-owned company that made its reputation publishing *Organic Gardening* and *Prevention* magazines. As a member of the 1968 Olympic skeet-shooting team, he got to know several elite cyclists and became fascinated with their bikes, and their sport. A publishing as well as a social visionary, Rodale understood the bicycle's ability to transform as well as transport riders. So in 1977, Rodale Press bought *Bicycling Magazine*, which was to become the cornerstone of the company's sports publishing division. Rodale also built and donated to his native Lehigh County, Pa., the Trexlertown Velodrome,



a world-class training site that is a mecca of American cycling. Rodale built *Bicycling* into the world's largest cycling publication, a position it retains now, 15 years after his untimely death in a car accident in Moscow. ●

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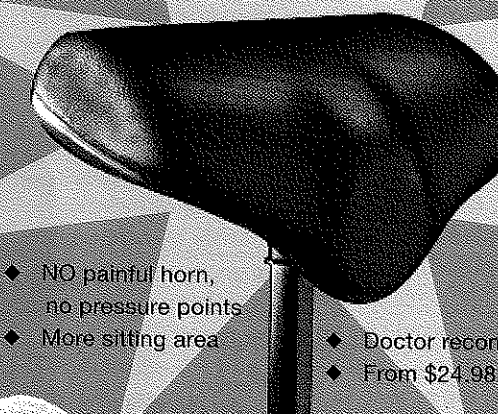
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