

# THE ONE RIGHT WAY TO RIDE A BICYCLE.

By Etta Morse Hudders.

**C**YCLING has become both a science and an art, science being merely a big word for "knowing how," and art, "the best way." Misapplied effort never met with less encouragement than it does a wheel. It means visible discomfort, loss of pleasure, and, eventually, physical injury to the rider, to say nothing of the distressing spectacle she presents or the ridicule and amusement afforded the passers-by.

"Oh, wad some power the giftle gie us  
To see oursels as ithers see us!"  
The beginner, who has been told to "sit up straight," assumes a painfully erect position. If the saddle is not properly adjusted, the tip of the spine comes in contact with it, and the jarring is most injurious to the spinal column. Again, the rider in this posture depends upon the leg muscle alone for propulsion, as the weight of the trunk is thrown entirely upon the saddle. This is a great loss of power.

The opposite extreme is affected by would-be scorchers, never by the genuine one. The correct far-forward posture demands the lowered handle bar, so that the arms can be extended. The bend is at the hips, the chest is not contracted nor the shoulders rounded. This posture may be used for a short distance occasionally by women, but is dangerous in the extreme for habitual riding. No position should be taken that admits of the downward pressure on the abdominal contents.

An awkward position is sure to result if the saddle is too far back and too low. There is also great waste of effort. The knee is in painful evidence; no good ankle movement is possible; the shoulders are apt to be rounded in the effort to reach the handle bars, and hill climbing is almost impossible. Over-stout women frequently assume this position because of a desire of being near the ground, and mounting and dismounting are easier.

Then there is the girl with her saddle too high. The fault in position is not so easily detected. If you notice the foot on the pedal at the lowest point, you will find it is only reached tiptoed, as it were. There is also a slight lateral twist of the lower back muscles and hips, which becomes very apparent in hill climbing.

With the handle bars too high, the arms are too much bent at the elbow, and there is a loss of steadiness.

The position is regulated mainly by—  
1. The inclination of the trunk forward.  
2. The relative position of trunk and saddle.  
3. The adjustment of handle bars and saddle.

With body and saddle in the proper relative position, the weight is supported where the pelvic bones rest on the saddle, and there should be no pressure at any other point. The tilt of the saddle should correspond to the inclination of the body, and the trunk and saddle should always form a right angle.

A good test of the height of the saddle is made by first placing the saddle far enough forward to put the rider well over her work—the forward tilt to correspond with the inclination of the body. If, sitting in the saddle, the foot can be placed under the pedal so that the pedal will rest on the instep, but almost in a horizontal line with the toe, the height is right.

These are some things that a saddle should not be:

- For the average woman rider—
- It should not be soft and springy.
- It should not be too hard.
- It should not be too narrow.
- It should not have a long peak or horn.

It should—  
Give equal support to both sides of the body.

Be so adjusted that there is no anterior pressure.

There must be perfect freedom of movement at the hip joint. A saddle with too broad a horn restricts the free action of the thigh muscles.

My first and last advice to women is: Learn to use your wrench and adjust your own saddle, bearing in mind the best position for the saddle and yourself. **ETTA MORSE HUDDERS.**

