

coming unresponsive to their members. Nonetheless, this is a difficulty that is never resolved — although, to be fair, it may not be resolvable.

Of special interest to Iowans and midwesterners are the chapters on the New Pioneer Co-operative in Iowa City and cooperatives in the Twin Cities. Both are solid chapters, with the one on the Twin Cities especially fascinating given the extreme ideologically based conflict that erupted in the 1970s. A Marxist-Leninist faction actually took over a food distribution center, The People's Warehouse. Protests, demonstrations, theft of funds, destruction of property, and even physical violence ensued in this year-long battle. The narration of how it all played out is handled well, but one wonders whether more space could have been allocated to a fuller explanation of the conflict's genesis.

The book has a few other minor deficiencies that tend to crop up in the chapters intended as historical summaries: scholarly name-dropping; the introduction of a topic, issue, or case and then leaving it unfinished; and sometimes the jumbling together of a number of seemingly unrelated ideas without an indication of the paragraph's main idea. These all detract from otherwise adequate histories of each period under review. For example, at one point, criminal actions were filed against the A&P grocery chain for selling below cost to drive food co-ops and other stores out of business, but the author does not tell readers how the case was concluded. Overall, these glitches are minor and do not compromise the general value of the book.

The book is laced with headings in bold print of various sizes, denoting the form of a textbook, but at 203 pages of actual text, it is probably too short to fulfill that function adequately. What remains here of substantial value is the noteworthy field research, which will no doubt become the basis of textbooks on food co-ops and other secondary works.

*Wheel Fever: How Wisconsin Became a Great Bicycling State*, by Jesse J. Gant and Nicholas J. Hoffman. Madison: Wisconsin Historical Society, 2013. xxx, 255. Illustrations, notes, index. \$24.95 paperback.

Reviewer Leo Landis is museum curator at the State of Iowa Historical Museum, where he curated the exhibit "Riding through History: A River-to-River Legacy on Wheels."

Is the bicycle for transportation, recreation, or both? Following the Civil War, Americans found new opportunities for leisure and entertainment, and the bicycle provided a means for getting from place to place. Wisconsinites driving these questions are the focus of *Wheel Fever*,

which makes an important contribution to understanding cycling's evolution in the Midwest.

The work reviews 140 years of Wisconsin's cycling history in eight chapters, with a separate introduction and conclusion. In the introduction, the authors present their themes of bicycling as a distinct culture and the tension between egalitarian and conservative camps. Supported through technological and cultural history, the story is an excellent framework.

The bicycle's antecedents came from Europe with push-type two wheelers. After the Civil War, velocipedes introduced Americans to another imperfect version of the technology. The work cites Milwaukeeans Joshua Towne, who purchased a velocipede, and promoter C. D. Veazie, who offered riding lessons, as examples of early enthusiasts.

Chapters two through four cover high-wheel bicycles and the eventual dominance of the safety bicycle. They also consider attitudes of women and non-Anglos toward cycling. Maintaining an emphasis on women and race, the work includes sidebars such as "Early Bicycle Lingo." These short essays provide color.

Chapters five through seven continue to address issues of gender, race, and class. As white bicyclists sought better opportunities, their lobby in the League of American Wheelmen (LAW) sought to improve roadways but also reflected prevailing social attitudes when it eventually banned "colored" members. By 1895 Wisconsin boasted more LAW members than any other western state.

The work concludes with an overview of racing, reviewing the career, from 1891 to 1897, of Walter Sanger, who set records in many races. This chapter also includes a treatment of Indiana-born African American racer Major Taylor and his reception in Wisconsin.

Sometimes the authors overreach in their assessments. They argue that middle- and upper-class white males "worked to restrict or otherwise constrain the spread of bicycling" (xviii). It is an interesting thesis but is not wholly proven. If bicycle racing failed as a sport because it included blacks and women, how does that fit with boxing and the rise of African American champion Jack Johnson? The authors might also have examined coverage of other women's competitions. Racine hosted successful competitions in January 1899, an event that was promoted and covered in the *Racine Daily Journal* (January 11-16, 1899). White males may have sought to restrict participation, but more evidence is needed to better support the contention.

A minor critique is the extensive use of the Milwaukee-based publication *The Pneumatic*. Undeniably rich, its editors, writers, and correspondents had a bias that may not have been reflected in smaller com-

munities. A review of the rise and demise of the periodical and its consolidation with *Farm Magazine* to create *The American Home Magazine* would have added evidence to the end of the bicycling boom of the late 1890s.

*Wheel Fever* is a rich model for bicycling history. Wisconsin and Iowa shared many traits during the era. The states had similar population statistics; in fact, Iowa's population actually exceeded the Badger state's through 1900. Both states had highly homogeneous populations, and southern Wisconsin's geography is similar to Iowa's. Finally, both states pride themselves on an active cycling culture, although Wisconsin can boast Trek bicycles. Gant and Hoffman are to be commended for a work that is useful to both historians and general readers.

*Going to the Dogs: Greyhound Racing, Animal Activism, and American Popular Culture*, by Gwyneth Anne Thayer. CultureAmerica Series. Lawrence: University Press of Kansas, 2013. xv, 296 pp. Illustrations, appendix, notes, bibliography, index. \$39.95 hardcover.

Reviewer Anna Thompson Hajdik is a full-time lecturer in the English Department at the University of Wisconsin-Whitewater. She is the author of "'You Really Ought to Give Iowa a Try': Tourism, Community Identity, and the Impact of Popular Culture in Iowa" (*Online Journal of Rural Research & Policy*, 2009).

In *Going to the Dogs*, Gwyneth Anne Thayer traces the fascinating but fraught history of greyhound racing in America. She offers insights into how the history of this sport/spectacle intersects with a number of major themes, including social class, consumerism, and ethics. In the introduction, "Rover or Racer," Thayer argues that her study "is not limited to greyhounds in pursuit of a mechanical rabbit; it is the story of Americans at work, at play, and at odds" (20). The author largely succeeds in that goal.

Her first chapter chronicles the early history of coursing in Europe, chiefly Great Britain. Coursing, the predecessor to racing, shared many similarities to fox hunting and other recreational pursuits of the European elite. Chapter two focuses on efforts to legitimate the sport in the United States in the 1920s and 1930s, emphasizing how the state of Kansas became the focal point of the industry in its early years.

Although Thayer characterizes the 1920s as the "golden age of sports," greyhound racing faced early opposition from progressive reformers who viewed it as unsavory because of its associations with gambling and organized crime. In contrast to thoroughbred horse racing, greyhound racing attracted a chiefly working-class audience. Thayer explores at length this tension between horse-racing interests