NORMAL FLOW
position: static

body {
  width: 750px;
  font-family: Arial, Verdana, sans-serif;
  color: #665544;
}

h1 {
  background-color: #efefef;
  padding: 10px;
}

p {
  width: 450px;
}

The Evolution of the Bicycle

In 1817 Baron von Drais invented a walking machine that would help him get around the royal gardens faster: two same-size in-line wheels, the front one steerable, mounted in a frame upon which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk.

The machine became known as the Draisienne (or "hobby horse"). It was made entirely of wood. This enjoyed a short lived popularity as a fad, not being practical for transportation in any other place than a well maintained pathway such as in a park or garden.

The next appearance of a two-wheeled riding machine was in 1861, when pedals were applied directly to the front wheel. This machine was known as the velocipede (meaning "fast foot") as well as the "bone shaker," since its wooden structure combined with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad and indoor riding academies, similar to roller rinks, could be found in large cities.
RELATIVE POSITIONING

position: relative

```css
p.example {
  position: relative;
  top: 10px;
  left: 100px;
}
```

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The next appearance of a two-wheeled riding machine was in 1865, when pedals were applied directly to the front wheel. This machine was known as the velocipede (meaning "fast foot") as well as the "bone shaker," since its wooden structure combined with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad and indoor riding academies, similar to roller rinks, could be found in large cities.
ABSOLUTE POSITIONING
position: absolute

```css
h1 {
  position: absolute;
  top: 0px;
  left: 500px;
  width: 250px;}

p {
  width: 450px;}
```

RESULT

The Evolution of the Bicycle

The machine became known as the Draisienne (or "hobby horse") and was entirely of wood. This enjoyed a short lived popularity as a fad, not being practical for transportation in any other place than a well maintained pathway such as in a park or garden.

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In 1870 the first all-metal machine appeared. Prior to this,
**FIXED POSITIONING**

*position: fixed*

```css
h1 {
    position: fixed;
    top: 0px;
    left: 0px;
    padding: 10px;
    margin: 0px;
    width: 100%;
    background-color: #efefef;}

p.example {
    margin-top: 100px;}
```

RESULT

*Fixed Positioning*

**The Evolution of the Bicycle**

The first bicycle appeared in the late 1860s. It was known as the "penny-farthing" or "bicycle," since its wooden structure combined with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fast and popular means of transportation, similar to roller rinks, could be found in large cities.

In 1870 the first all-metal machine appeared. Prior to this, sensitivity was not advanced enough to provide metal which was strong enough to make small, light parts out of. The pedals were attached directly to the front wheel with no freewheeling mechanism. Solid rubber tires and the long spokes of the large front wheel provided a much smoother ride than its predecessor.

The front wheels became larger and larger as makers realized that the larger the wheel, the farther you could travel with one rotation of the pedals. For that reason, you would purchase a wheel as large as your leg length would allow. This machine was the first one to be called a bicycle ("two wheel"). These bicycles enjoyed a great popularity during the 1890s among young men of means. (They cost an average worker six months' pay.)

Because the rider sat so high above the center of gravity, if the front wheel was stopped by a stone or rut in the road, or the sudden emergence of a dog, the entire apparatus rotated forward on its front axle and the rider with his feet braced could not be thrown. Success and reputation were made.

After the bicycle was installed, the rear wheel was often replaced by a pair of two-wheeled sidecars, on which another or a child could ride.
OVERLAPPING ELEMENTS

z-index

h1 {
    position: fixed;
    top: 0px; left: 0px;
    margin: 0px; padding: 10px;
    width: 100%;
    background-color: #efefef;
    z-index: 10;}

p {
    position: relative; top: 70px;
    left: 70px;}

RESULT
FLOATING ELEMENTS

The Evolution of the Bicycle

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"Life is like riding a bicycle. To keep your balance you must keep moving." - Albert Einstein