



Not the...

Spoke 'n Word

Volume 3 N° 5

NEWSLETTER

November/December 2001

EDITORIAL NOTES

Another year has slipped by, the Club has gained a few more members, but we have certainly made ourselves better known around the town, our displays causing plenty of positive comment, and usually bringing to light the remains of more machines. As well, more information is being gleaned about early cycle manufacturers in W.A. Ken Ward has been inundated with replies to his ad in the Can You Help column in the West Australian, so it pays to advertise.

The Committee wishes all members Seasons Greetings, and hope to see more taking part in our runs in 2002.

Peter Wells

'AVE A GO DAY - BURSWOOD

An unusually warm day saw five members turn up early to set up a display for the Seniors Week activities at the Burswood Park annual Have a Go Day. Merv decided to shift our allotted position so that we could be closer to the action, and more importantly, in the shade of a huge tree, which was OK until a crowd of noisy types from Mandurah (two bus loads, mainly ladies) descended upon us. Now sixty-five under the shady tree won't go, so we had to give up some of our spot, but took advantage of another nearby tree.

We had a display ranging from 1881 and 1939, with penny farthing, trikes, tandems, kids toy bikes, and a couple of more normal (to modern eyes) machines. Although, no doubt due to the heat, numbers were down on the previous year, our stand attracted a lot of interest, with the Governor once again spending quite some time inspecting the machines, and asking lots of questions. Mal was kept busy giving some of the ladies rides on his penny farthing, while Merv and Dawn tried rock climbing and flying fox rides, I decided that I will never be a Robin Hood, but did manage to point arrows in the general direction of the target. Myrene was quite content to sit and take in the sights, and wander around the various displays. It was another successful day, but we must move along with the notices for use at our displays, and we definitely need a banner with stands able to withstand fairly strong breezes.

Don't forget that our shopping centre display is just around the corner, we MUST have proper machine notices ready by then.

Those taking part were Merv and Dawn Thompson, Mal and Myrene Bell, and Peter Wells.

RAC CHANNEL 7 PAGEANT

What an experience it turned out to be, presenting an amazing crowd of happy kids and parents with an amazing and very colourful display of, for the majority, pedal powered machines spanning 1880 - 1965.

I doubt that many other groups got a louder reception than ours, especially when the penny farthing riders mounted and dismounted, which was a frequent occurrence, caused by the progress which was just a little too slow to keep ones balance.

It was good to see the efforts of all with decorating their machines as well as where possible wearing period costume.

Merv unfortunately had a spot of transmission trouble with his 1881 but walked alongside it to the finish, telling any who asked that he had a flat tyre.

It was good to see so many ladies, young and not so young, in our ranks, proving that ours is a hobby for all to enjoy. I only hope that next year the camels and horses are behind us in the parade, it got a bit slippery at times and stinky. Those taking part and their machines are listed below.

Thanks to all for your support of a colourful event that brought 2001 to a close after a successful year. Special thanks must go to our banner bearer, who was roped in at the very last moment.

M. Thompson	1881	Perfection Tricycle
D. Thompson	1939	Norman Tricycle
K. Ward	1947	Hetchin Curly Stay
D. Smith	1920	Phillips Tourer
Mal Bell	1880	Penny Farthing
Myrene Bell	1880	Coventry Tricycle
K. Bell	1880	Penny Farthing
P. Bell	1880	Penny Farthing
G. Bell	1880	Penny Farthing
P. Wells	1939	Swansea Racer
D. Cannella	1964	Moulton Junior
P. Shugg	1939	Delivery Bike
J. Shugg	1970	Raleigh Ladies
R & M Martlew	1939	Phillips Tandem
D. Clarke	1970	C5 Electric Pedal Trike
S. Smith		Our Banner Bearer

NEXT MEETING: 21st January Monday at 7.00pm

VCC Club Rooms 6B Hickey Street, Ardross

WAHCC Committee - President: Merv Thompson 9450 2579

Treasurer: Peter Smith 9405 7561

Historian: Ken Ward 9364 3601

Articles for Newsletter: The Editor Peter Wells

25 Constantine Court Thornlie WA 6108 (08) 9459 1750

Vice President: David Clark 6278 1048

Secretary: Dave Brown 9581 9084

Events Co-Ordination: Phil Harris 9459 7146

Alan Naber 93323956

MINUTES OF GENERAL MEETING NOVEMBER 2001

22 members attended, a record turnout for 2001. Welcome to Jon Palmer our country member from Katanning.

Apologies – Alan Naber at the Bendigo Swap Meet.

Matters arising – the Car Club rooms are available until August 2002. BTA \$100 deferred till Alan's return.

Correspondence. IN – All verbal short notice requests to attend events.

Treasurers Report –. The balance for October stands at \$1,730.37.

General Business –the annual BTA affiliation fee of \$50 was approved for payment. A request for the details of member's cycles for A4 encapsulation was requested.

SHOW AND TELL

Merv had a picture of 1st known penny-farthing race in York, a Raleigh Poster. Picture of the Tandem now restored and a picture of Mavis and Spike in the VCC magazine. Bicycles in the Bush book which may be useful for dating purposes.

Peter Shugg has a roadworthy Trike for sale or give away – don't be put off by the fact his mother nearly fell off it.

Peter Wells had details for Speed King Cycles 1905 – 1949 run by Cooper and Legg.

Ken Ward had a 700-size solid tyre wheel off a track bike and a model cycle with movable pedals.

Mal Bell had parts of a Carbine Tricycle, pictures of a Kangaroo bike replica for \$2,500! And Coventry P/F from NSW and various Button accordions and Melodians.

Jon Palmer had a hub operated cycle lube pump, details of a 1" pitch Trail Blazer ridden by Arthur Reford of Katanning in 1908. Copy of Baird Co. Catalogue, 1936 Beverley Road Race pamphlet, a picture of Fred Jones? And Info on a c.1939 Arrow Racer.

Phil Harris had a colourful collection of mint condition bike badges and a 20c bargain early '50 cycle lamp – Dan Dare rocket fins and all.

A.O.B Phil Harris thanked the Executive and Dawn for their efforts during the year in running the club. Merv replied and wished members a Happy Christmas and a Prosperous New Year. There being no other business the meeting was closed and was followed by a pre Christmas Social where we were serenaded by Mal & Myrene on accordions thank you and Merv pumped away on his punched paper tape accordion.

PERRY BACK PEDAL BRAKES

The Perry back pedal brake was fitted to many Australian built bicycles in the thirties, and well into the post-war years. It was a simple hub, and quite reliable in service. There are a few points, however, to note when dismantling and reassembling.

On the sprocket side of the axle is a squared end. Secure that end with the square hole in a cone spanner, or in a vice preferably. On the other side of the axle is a round thin nut holding the brake arm. Remove the nut, then the special tanged washer. You can now unscrew the cone from the axle, noting that it has a larger thread than the axle nut and brake arm lock nut. It is now possible to remove the hub shell from the brake and freewheel components. The freewheel is held together by a thin circlip that is easily removed with a very thin screwdriver. Note that when re-assembling the freewheel the five rollers must

be at the low end of their ramps.

If you need to replace the sprocket, the lock ring has a left hand thread. If you do not have the correct "c" spanner, use a brass drift and hammer. The sprocket has a right hand thread, and is best removed with a chain spanner, sprockets are usually pretty tight, so an extension to your chain spanner can be made using a length of tubing.

Re-assembly is a reversal of the dismantling process, using small amounts of light grease for the bearings. Oil all other components. To adjust the bearings, place the squared axle end in the vice, and with the brake arm in place, refit the tanged washer and thin round nut. Do not tighten at this stage. Rotate the brake arm until you can feel the hub drag, and back off until there is slight shake in the assembly. Tighten the round nut and check for side play or tightness of the hub. Adjust as necessary and retighten the locknut. CAUTION. The locknut is quite thin and easily stripped, so do not over tighten. If you need to replace a broken spoke on the inside of the sprocket side of the hub, it can be fed thru the slots in the sprocket.

Peter Wells

CALENDAR OF EVENTS 2002

Jan 21 Monday - MONTHLY MEETING

Feb 3 Sunday

Family Day and Bike Ride – Rockingham

Contact Malcolm Buckland 9527 9427

Feb 16/17

Mandurah Antique Collectors Club Fair. Club Display (Sunday Only) Contact Phil Harris 9459 7146

Feb 18 -MONTHLY MEETING

March 11-16

Bicycle Display Riverton Forum

Contact Merv Thompson 9450 2579

March 17 Sunday

Classic Car Show Whiteman Park Display

Contact Alan Naber

March 18 Monday- MONTHLY MEETING

Oct 29 Tuesday

Have A Go Day – Burswood

2003

Feb 21st – March 2nd

Historic Cycles Downunder Rally, Evandale, Tasmania

BIKES ACROSS AUSTRALIA

Phil and Dave have been busy putting together a bike depicting early prospectors, but they weren't the only people to make use of the bicycle to get around the country doing their work.

In her book, "The Shearers", Patsy Adam Smith give a complete chapter to the big contribution that the humble bike made to Australia from the beginning of the 20th century until the 1950's. Outback Australia is a land of vast distances, with ever changing terrain, and mostly prone to drought. So the bike had big advantages over the horse, it didn't need water or feed, didn't need to be hobbled overnight, and when not in use could be propped against a tree or shed until needed again. It was light and strong, simple to repair, and could cover many miles with virtually no running costs. And when Dunlop brought out their thorn proof tyres the puncture bogy was practically eliminated.

Shearers took to bicycles in droves as they travelled from sheep station to sheep station, carrying a minimum of gear, but always a supply of water, usually in special bags mounted from the top bar of the machine. Riders were known to cover up to 3,000 miles a year, going from one station after another shearing, then riding to the nearest railway to return home, which could be as far off as Tasmania.

The heyday of the bicycle as transport for shearers and allied bush workers was from the 1890's, until the mid 1930's when the disastrous depression eased, and then again during World War II when petrol and tyres were virtually impossible to get. When motors cars, fuel, and tyres, once more became available, country workers naturally forsook their trusty steeds, although many country towns still had a high proportion of cyclists until well into the 1950's. The humble and at times much despised bicycle played a big part in helping to open up Australia's big and often inhospitable open spaces, so it is only fitting that we should do our utmost to record the history of the many small firms that built bicycles here in Western Australia.

FITTING MODERN TUBES TO OLD RIMS

The old brass Woods type valve fitted to older cycles are slightly smaller than the modern Schraeder type valves, the result being that it is difficult to fit the modern valve into the rim hole. To overcome this problem drill the hole to 11/32 inch or 9mm. If you are going to paint or plate the rim carry out the modification first to eliminate rust problems later.

DID YOU KNOW?

The Woods valve was fitted to countless millions of bicycle tubes from the time that John Boyd Dunlop gave us the pneumatic tyre. Dunlop's idea was taken up by H. du Cros, who also bought C Woods' valve with the little tube of rubber to seal it. Woods was offered 3 pence per valve for his idea, but instead insisted on a lump sum of one thousand pounds. It would be interesting to know how much he lost on that deal.

THOMPSON'S NEXT PROJECT

Merv says this is his next project, but he didn't say whether it was the tri shaw or the young lady seated thereon – and Dawn isn't saying much either. We'll keep you posted.



FOR SALE-SWAP-WANTED

For Sale

Ladies Malvern Star – complete
Swansea brand black handlebar grips (NEW)
\$1.00 pair. Contact Merv Thompson (08) 9450 2579

Available

Ladies and gents bicycles owned by the Club available for prospective members.
Contact Dave Clarke (08) 9278 1048

Available

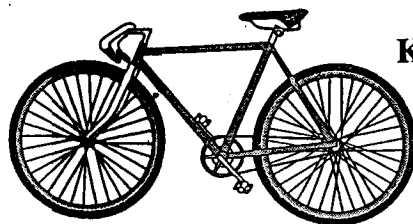
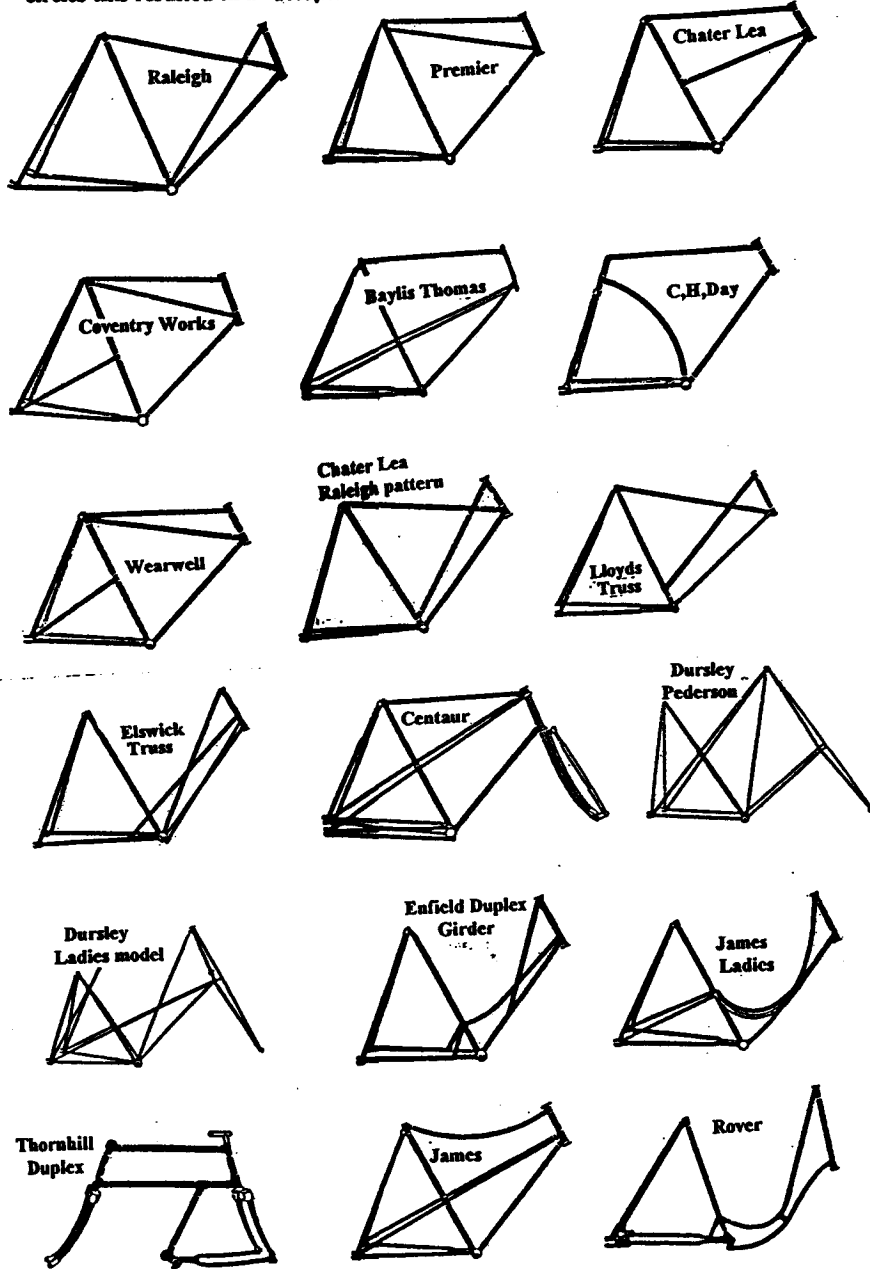
1949 Swansea Semi Racer, frame and forks only – good condition.
28" Roadster wheels with Perry back pedal brake.
Peter Wells 9459 1750

Wanted

Kero Headlamp – 1920/30 any condition
Sports leather saddle or frame only
Contact Peter Wells 9459 1750

EARLY FRAME DESIGNS - 1893

There was such a demand for the safety bike that all stops were out to present the perfect safety bike. As these frame sketches show the designers were more or less going around in circles this resulted in an accepted standard frame design.



Accepted ultimate Bicycle Frame
1896

KEN WARD 2000