



Not the...

Spoke 'n Word

Volume 6 No 3

NEWSLETTER

September/October 2004

MINUTES OF MEETING 19TH JULY 2004.

The meeting opened at 7.30pm.

Present – 14 members

Apologies – Ray Martlew, David Clark, Denis Gibbs.

Minutes of Previous Meeting – Read and accepted.

Moved Mal Bell, seconded Ken Ward.

Treasurers Report – Showed a credit balance of \$2,328.81 Moved Phil Harris, seconded Paul Redman

General Business

- Mal Bell gave information on a possibly cheaper insurance. Moved Paul Redman, seconded Mal Buckland. Mal Bell to follow up for future renewal.
- Peter Wells showed a certificate from the Guildford Heritage Festival, and Paul Redman offered to frame it for the club.

Events

- Mal Bell advised that a penny-farthing event is being held in Mundijong on the 7th November.
- Phil Harris reported on the Hillarys ride, which despite being extremely wet, was a lot of fun, even though we lost Peter at one stage, and Peter Wells finished completed the day by breaking the rear axle of his car.

Sunday 25th July – McDougall's ride

August 22nd – Bell Tower ride.

September 26th – Collie trip

October 17th – Gosnells display

Show and Tell

- Paul Redman showed an original and complete 1938 – 5 Swan Swansea, which he had borrowed.
- Phil Harris showed an Ascot from the early fifties
- John Wilson showed a ladies 26" blue bike with white handlebars. The bike has BSA fittings, and could be a Malvern Star.
- Merv Thompson showed a leather Bells saddle in beautiful condition and a can – Zenith containing 25 yards of valve rubber. He also showed a 1905 label of Cooper Legg Cyclist builders of Speed King Cycles.
- Peter Wells showed a 5 star frame and wants to know what wheels it should have. He had the saddle (which appeared to have been left out in the rain) it had shrunk. Peter is looking for parts for the 4 star frame.

The meeting closed at 8.40pm.

MINUTES OF MEETING 16TH AUGUST 2004.

The meeting opened at 7.30pm.

Present – 16 members

Apologies – Paul Redman.

Minutes of Previous Meeting – Read and accepted.

Moved Mal Bell, seconded David Clark.

Treasurers Report – Balance of \$2,382.81 presented by Ray Martlew, moved Mal Buckland, seconded Tony Hall.

Collie Trip – Ray Martlew advised the meeting that the date of this trip has been deferred to October 3 due to availability of buses for hire.

Correspondence

Merv Thompson presented a letter for the Bridgetown Heritage organization regarding their next event to be held on 21st May 2005, and gave the web site address.

Events

Phil Harris reported on the McDougall's Park Meander. A variety of bikes were used, and a pleasant ride finished with a picnic.

Aug 22 - Belltower ride

Oct 3rd – Collie trip

Oct 17th - Gosnells Museum display

Oct 23rd - Narrogin Field Day display

Oct 24th - Midland Railway 100 year display

Oct 26th - Have a Go Day

Nov 7th – Great Bike Ride

Dec 11th - Christmas Pageant.

General Business

Mal Buckland advised that he had a collection of books and bike parts for sale on behalf of Jean Barrett. Mal Buckland moved and David Clark seconded that the club purchase the books at a cost of \$130.00 - carried.

Merrill Martlew volunteered to list and stamp the books.

A Swap Meet is being held by the BTA – Alan Naber to liaise on behalf of the club.

Veteran Car Club is holding a Swap Meet on the 10th October

Peter wells advised that he has shirts and caps available for sale.

Any member requiring a name tag is asked to advise Merrill Martlew.

NEXT MEETINGS: Monday 20th September at 7.30pm

Monday 18th October at 7.30pm

VCC Club Rooms 6B Hickey Street, Ardross

WAHCC Committee - President: Peter Wells 9459 1750

Treasurer: Ray Martlew 9451 1186

Secretary: Merrill Martlew 9451 1186

PO Box 516 Bentley WA 6982 email merrillraymartlew@bigppond.com

Events Co-Ordination: Phil Harris 9459 7146 Merv Thompson 9450 2579

Articles for Newsletter: The Editor Peter Wells

25 Constantine Court Thornlie WA 6108 (08) 9459 1750

Vice President: David Clark 9255 1373

Historian: Ken Ward 9364 3601

Club Photographer: Ken Ward 9364 3601

Show and Tell

Phil Harris showed a miniature model tandem and a small bike.

Ray Martlew showed shimano derailleurs and 2 pedals. He also advised the meeting that Oliver's Cycles is searching for the old Oliver Bicycle. Oliver's Bike Shop also has a collection of old parts for sale.

Ray also showed a photograph of a three-wheeled tandem.

Peter wells showed a Greyhound frame – semi racer – made by Aussie Cycles.

Two photos of the McDougall's Meander were on display.

Merv Thompson showed 2 bike lamps – one acetylene and one oil lamp.

Alan Naber showed an Aussie-racing frame.

The meeting closed at 8.40pm

During supper Merv Thompson put on a slide show of very old glass slides of a cycling event

HILLARYS HILARIOUS RIDE – JUNE 27TH

Saturday dawned bright and clear, blue skies overhead, and I even became a Peter Crundal for a while in the garden. Sunday dawned dull and gloomy, not exactly what was wanted for a ride along the bike path from Hillarys along the Beach dune areas. And the forecast was for heavy showers and high winds.

Nevertheless, five intrepid (or stupid) riders braved the elements and, in threatening conditions headed north from Hillarys along the winding track that runs north to Burns beach. It wasn't long before a stop was made to don, weatherproof clothing, the drizzle becoming more heavy, and the outlook across the Indian Ocean very dark indeed. So it came to pass that shelter was sought in a very convenient convenience building – and we had only covered a few kilometres. As the rain eased the tandomeers mounted again and pressed on, followed shortly by the others. Dave soon felt that it was time to turn back, so left us, Phil surging after the tandem in fine style. By the time Mullaloo was reached the rain was coming down in torrents, any low-lying areas deep in water. Tony and Peter waited under cover at Mullaloo for the others to return, then decided not to wait any longer but take advantage of a slight break in the weather and head back to base. By now the track was awash, many areas inches deep in water, and brakes were virtually useless.

You can image the surprise when the intrepid duo (Tony and Peter) arrived to find Ray and Merrill, with Phil, sitting snug in their cars, having somehow slipped by without being spotted.

Although numbers were down it was a great fun day, thoroughly enjoyed by all.

The hardy participants were –

Ray and Merrill Martlew – tandem

David Nathan – Malvern star Skidstar

Tony Hall – Raleigh Foldabike

Phil Harris – Raleigh

Peter Wells – Swansea

MERV'S MANNING MEANDER

After overnight showers a perfect sunny day greeted eighteen starters for a leisurely ride around the Curtin University campus, then through the smart Waterford estate, along the Canning River cycle path, and on through Manning to the starting point at McDougal Park, a popular picnic spot teeming with water birds.

It was a complete turnaround for the weather gods, because our previous ride was one, perhaps they felt that we needed a bit of support after than damp affair.

Among the riders were six of the fairer sex, making it a real family day, and giving the ladies a chance to catch up on the latest recipes, fashions, and other bits of interest. Wendy Naber was showing off her latest colourful scarf, the height of fashion at the moment so I am told.

Of course the presence of all these ladies meant that we men could talk bikes at will. And most of the group stayed on for a picnic lunch in the park, lapping up the warm sunshine.

It was a very pleasant way to spend a winter day in W.A. the course was kind to those riding single speed machines, even Bob Barrow having little difficulty with his ice-cream tricycle, apart from some bollards too closely spaced for wider machines.

The planners have to learn that some people ride tricycles, or even push large strollers along these dual-purpose paths.

Riders taking part were –

Ray Martlew – BSA

Ann Northan – Malvern Star

Dave Northan – Malvern Star

Tony Hall – Raleigh

Bob Barrow – Ice Cream Trike

Blanche Barrow – Shogun

Phil Harris – Ascot

Alan Naber – Hercules

Wendy Naber – Apollo

Dave Clark – Itera

Merv Thompson – Moulton

Dawn Thompson – Peugeot

Harold Perry – Swansea

Judy Perry – Raleigh

John Wilson – Ladies?

Peter Wells – Swansea

And our visitor Tony Bennet - Thorn

BELL TOWER RIDE – 22ND AUGUST 2004

Grey skies failed to deter a small group of riders, numbers down because of prior commitments for some, and an accident for our Secretary, in which her car was destroyed, causing the Martlews to be unavailable absent. Luckily Merrill escaped with only a few bruises and shattered nerves.

Harold and Judy Perry rode all the way from Mt Pleasant, meeting up at the car park on the southern and of the Narrows Bridge with Merv and Dawn Thompson,

and also David and Ann Northan. Now young Merv had brought along his latest electric assisted bicycle, Dawn a more normal machine. Just to prove that HPVs are more reliable than EPVs, and even more so than Western Power during a heatwave, Dawn's bike, in a fit of outrage, attacked the battery powered upstart, rendering it hors de combat, which of course meant that both naughty bikes were taken home in disgrace by their owners, thus depriving us of their company for the day. I do hope that the Thompson's can control these bickering bicycles at any future events.

In the meantime Phil and Peter were cooling their heels at the Belltower, along with Dave Clark who had to work, unfortunately. So it was a pleasant sight when the crew from south of the river arrived at 10.30, accompanied by Tony Hall. After brief tales of Merv's problems we set off for Matilda Bay along a recently upgraded cycleway as far as the WA University, where the path continued on the older cement set-up with numerous expansion joints, which don't make riding particularly pleasant, especially for those with little padding on their posterior. But there was little wind, and it was quite pleasant, with all the foreshore and parkland very clean and tidy. By the time riders had reached the Nedlands Yacht Club the weather started to close in, so a return was made to a kiosk, where a stop was made for a cuppa, then back to the Belltower, and home. Another pleasant outing, but it would be nice to see a few more starters.

Those present were –

Tony Hall – Peugeot

Ann Northan – Hercules (German)

Dave Northan – Malvern Star Skidstar

Phil Harris – 30's Lucas semi racer

Harold Perry – 40s semi Rider

Judy Perry - Ricardo

Peter Wells – 48 Swansea Semi Racer

28 INCH TUBES

28-inch tubes are getting harder to come by, but 27x1¼ tubes will do the job quite well, and of course are readily available. Incidentally, all black 27x1¼ tyres are now being stocked by more cycle shops, so our old bikes can be made to look more original.

WHICH CAME FIRST

I have often wondered which make was the first to market bikes with five emblems on their head stems, Swansea or Malvern Star. It is well known that the latter introduced their one to five star series in 1939, together with a new style of transfers. It was intended to enter the US market in a big way, but Mr Hitler put paid to all that.

So it was very interesting when Paul Redman brought a 5 Swan Swansea racer to the July meeting, which is still owned by the original owner who bought it and raced it in 1938. I also have a 1939 Swansea 4 swan racer that was owned by the one family until 2002, so perhaps Swansea, which was at the forefront of providing top quality racing machines in WA showed Bruce Small the way to go with

top of the range products.

LETS GET BACK TO BASICIS

We are a historic Cycle club, and although some of our members have many other interests I feel that we should keep our runs and displays oriented on strictly cycle or cycling related matters. Fair enough, at Whiteman Park and the York Motor Museum day to display pedal cars, but other events should be kept to bicycles and tricycles, and allied items of memorabilia.

Peter Wells.

ANOTHER WEST AUSTRALIAN MAKE

The Editor recently acquired a one-owner semi-racer – or at least the frame and forks and some other parts, of a West Australian built machine. Unfortunately the wheels and cranks had already found their way to the dump before what was left was rescued. The bike is a Greyhound, built by Aussie Cycles for Mortlocks, who had a cycle department as well as their better-known car and motorcycle divisions. Post war they sold Standard and Triumph cars, and BSA, Matchless and Harley Davidson motorcycles. Back to the Greyhound, two brothers bought two new bikes in 1947 so that they could get to work and back. Like many of that period they had to look after their machines, unlike the youth of today, where there is little respect shown for any item of transport. So the Greyhound was treated gently throughout its working life, and was then partly dismantled and put into storage.

It was a couple of years after the sole owners death before the time came to get rid of items accumulated over the years, and luckily his brother rescued the remaining parts, having seen our display at Brookton earlier this year.

Although a bit scruffy the original paint in all its glory remains, and will clean up quite nicely. And luckily I have the correct period wheels and cranks, won't be long before it in the chain of cycles built and sold in Western Australian.

Incidentally, it came complete with a beautiful Brooks B37 saddle in near new condition.

Peter Wells

NAME TAGS

Would any member, or any of their family needing a nametag please contact me ASAP so that they can be produced.

Peter Wells (08) 9459 1750

and also David and Ann Northan. Now young Merv had brought along his latest electric assisted bicycle, Dawn a more normal machine. Just to prove that HPVs are more reliable than EPVs, and even more so than Western Power during a heatwave, Dawn's bike, in a fit of outrage, attacked the battery powered upstart, rendering it hors de combat, which of course meant that both naughty bikes were taken home in disgrace by their owners, thus depriving us of their company for the day. I do hope that the Thompson's can control these bickering bicycles at any future events.

In the meantime Phil and Peter were cooling their heels at the Belltower, along with Dave Clark who had to work, unfortunately. So it was a pleasant sight when the crew from south of the river arrived at 10.30, accompanied by Tony Hall. After brief tales of Merv's problems we set off for Matilda Bay along a recently upgraded cycleway as far as the WA University, where the path continued on the older cement set-up with numerous expansion joints, which don't make riding particularly pleasant, especially for those with little padding on their posterior. But there was little wind, and it was quite pleasant, with all the foreshore and parkland very clean and tidy. By the time riders had reached the Nedlands Yacht Club the weather started to close in, so a return was made to a kiosk, where a stop was made for a cuppa, then back to the Belltower, and home. Another pleasant outing, but it would be nice to see a few more starters.

Those present were –

Tony Hall – Peugeot

Ann Northan – Hercules (German)

Dave Northan – Malvern Star Skidstar

Phil Harris – 30's Lucas semi racer

Harold Perry – 40s semi Rider

Judy Perry - Ricardo

Peter Wells – 48 Swansea Semi Racer

28INCH TUBES

28-inch tubes are getting harder to come by, but 27x1½ tubes will do the job quite well, and of course are readily available. Incidentally, all black 27x1¼ tyres are now being stocked by more cycle shops, so our old bikes can be made to look more original.

WHICH CAME FIRST

I have often wondered which make was the first to market bikes with five emblems on their head stems, Swansea or Malvern Star. It is well known that the latter introduced their one to five star series in 1939, together with a new style of transfers. It was intended to enter the US market in a big way, but Mr Hitler put paid to all that.

So it was very interesting when Paul Redman brought a 5 Swan Swansea racer to the July meeting, which is still owned by the original owner who bought it and raced it in 1938. I also have a 1939 Swansea 4 swan racer that was owned by the one family until 2002, so perhaps Swansea, which was at the forefront of providing top quality racing machines in WA showed Bruce Small the way to go with

top of the range products.

LETS GET BACK TO BASICIS

We are a historic Cycle club, and although some of our members have many other interests I feel that we should keep our runs and displays oriented on strictly cycle or cycling related matters. Fair enough, at Whiteman Park and the York Motor Museum day to display pedal cars, but other events should be kept to bicycles and tricycles, and allied items of memorabilia.

Peter Wells.

ANOTHER WEST AUSTRALIAN MAKE

The Editor recently acquired a one-owner semi-racer – or at least the frame and forks and some other parts, of a West Australian built machine. Unfortunately the wheels and cranks had already found their way to the dump before what was left was rescued. The bike is a Greyhound, built by Aussie Cycles for Mortlocks, who had a cycle department as well as their better-known car and motorcycle divisions. Post war they sold Standard and Triumph cars, and BSA, Matchless and Harley Davidson motorcycles. Back to the Greyhound, two brothers bought two new bikes in 1947 so that they could get to work and back. Like many of that period they had to look after their machines, unlike the youth of today, where there is little respect shown for any item of transport. So the Greyhound was treated gently throughout its working life, and was then partly dismantled and put into storage.

It was a couple of years after the sole owners death before the time came to get rid of items accumulated over the years, and luckily his brother rescued the remaining parts, having seen our display at Brookton earlier this year.

Although a bit scruffy the original paint in all its glory remains, and will clean up quite nicely. And luckily I have the correct period wheels and cranks, won't be long before it in the chain of cycles built and sold in Western Australian.

Incidentally, it came complete with a beautiful Brooks B37 saddle in near new condition.

Peter Wells

NAME TAGS

Would any member, or any of their family needing a nametag please contact me ASAP so that they can be produced.

Peter Wells (08) 9459 1750

Show and Tell

Phil Harris showed a miniature model tandem and a small bike.

Ray Martlew showed shimano derailleurs and 2 pedals. He also advised the meeting that Oliver's Cycles is searching for the old Oliver Bicycle. Oliver's Bike Shop also has a collection of old parts for sale.

Ray also showed a photograph of a three-wheeled tandem.

Peter wells showed a Greyhound frame – semi racer – made by Aussie Cycles.

Two photos of the McDougall's Meander were on display.

Merv Thompson showed 2 bike lamps – one acetylene and one oil lamp.

Alan Naber showed an Aussie-racing frame.

The meeting closed at 8.40pm

During supper Merv Thompson put on a slide show of very old glass slides of a cycling event

HILLARYS HILARIOUS RIDE – JUNE 27TH

Saturday dawned bright and clear, blue skies overhead, and I even became a Peter Crundal for a while in the garden. Sunday dawned dull and gloomy, not exactly what was wanted for a ride along the bike path from Hillarys along the Beach dune areas. And the forecast was for heavy showers and high winds.

Nevertheless, five intrepid (or stupid) riders braved the elements and, in threatening conditions headed north from Hillarys along the winding track that runs north to Burns beach. It wasn't long before a stop was made to don, weatherproof clothing, the drizzle becoming more heavy, and the outlook across the Indian Ocean very dark indeed. So it came to pass that shelter was sought in a very convenient convenience building – and we had only covered a few kilometres. As the rain eased the tandomeers mounted again and pressed on, followed shortly by the others. Dave soon felt that it was time to turn back, so left us, Phil surging after the tandem in fine style. By the time Mullaloo was reached the rain was coming down in torrents, any low-lying areas deep in water. Tony and Peter waited under cover at Mullaloo for the others to return, then decided not to wait any longer but take advantage of a slight break in the weather and head back to base. By now the track was awash, many areas inches deep in water, and brakes were virtually useless.

You can image the surprise when the intrepid duo (Tony and Peter) arrived to find Ray and Merrill, with Phil, sitting snug in their cars, having somehow slipped by without being spotted.

Although numbers were down it was a great fun day, thoroughly enjoyed by all.

The hardy participants were –

Ray and Merrill Martlew – tandem

David Nathan – Malvern star Skidstar

Tony Hall – Raleigh Foldabike

Phil Harris – Raleigh

Peter Wells – Swansea

MERV'S MANNING MEANDER

After overnight showers a perfect sunny day greeted eighteen starters for a leisurely ride around the Curtin University campus, then through the smart Waterford estate, along the Canning River cycle path, and on through Manning to the starting point at McDougal Park, a popular picnic spot teaming with water birds.

It was a complete turnaround for the weather gods, because our previous ride was one, perhaps they felt that we needed a bit of support after than damp affair.

Among the riders were six of the fairer sex, making it a real family day, and giving the ladies a chance to catch up on the latest recipes, fashions, and other bits of interest. Wendy Naber was showing off her latest colourful scarf, the height of fashion at the moment so I am told.

Of course the presence of all these ladies meant that we men could talk bikes at will. And most of the group stayed on for a picnic lunch in the park, lapping up the warm sunshine.

It was a very pleasant way to spend a winter day in W.A. the course was kind to those riding single speed machines, even Bob Barrow having little difficulty with his ice-cream tricycle, apart from some bollards too closely spaced for wider machines.

The planners have to learn that some people ride tricycles, or even push large strollers along these dual-purpose paths.

Riders taking part were –

Ray Martlew – BSA

Ann Northan – Malvern Star

Dave Northan – Malvern Star

Tony Hall – Raleigh

Bob Barrow – Ice Cream Trike

Blanche Barrow – Shogun

Phil Harris – Ascot

Alan Naber – Hercules

Wendy Naber – Apollo

Dave Clark – Itera

Merv Thompson – Moulton

Dawn Thompson – Peugeot

Harold Perry – Swansea

Judy Perry – Raleigh

John Wilson – Ladies?

Peter Wells – Swansea

And our visitor Tony Bennet - Thorn

BELL TOWER RIDE – 22ND AUGUST 2004

Grey skies failed to deter a small group of riders, numbers down because of prior commitments for some, and an accident for our Secretary, in which her car was destroyed, causing the Martlews to be unavailable absent. Luckily Merrill escaped with only a few bruises and shattered nerves.

Harold and Judy Perry rode all the way from Mt Pleasant, meeting up at the car park on the southern and of the Narrows Bridge with Merv and Dawn Thompson,

SHIRTS CAPS SHIRT

We have a number of short-sleeved club shirts and caps available for sale. If you want long sleeves they can be ordered for you.

Prices Short sleeved shirt \$26.00

Long sleeved shirt \$29.00

Caps \$10.00

These items let others know who we are, and what we are all about, saving Australian heritage.

IMPORTANT NOTICE CHANGE OF DATE

Due to unavailability of the bus the Collie Museum trip has now been shifted to Sunday October 3rd, meeting at the car park in Albany Highway Cannington, near Bunnings at 8.30am.

BYO lunch, or else support the local community shops. A break will be made for morning tea en route at a very interesting venue. Please forward your \$25 fare to Ray Martlew, Post Office Box 516 Bentley 6982.

WEIRD WORLD

The main advantage with this bike is that there is no chance of the pedal hitting the road surface while cornering.

The big disadvantage is that the parachute may fail to open when getting off involuntarily



Mennonite minister Terry Goertzen rides his 5.5m homemade bike in Winnipeg, Canada, to make it into the Guinness Book of World Records. More than 200 people watched as he broke the record for the world's tallest rideable bike.

CALENDAR OF EVENTS 2004

Sept 20th Monday – General Meeting

Oct 3rd Sunday – Collie Museum visit. Meet 8.30am SHARP, carpark, Albany Highway Cannington near Bunnings

Oct 17th Sunday – Gosnells Museum Display. Contact Phil 9459 7146

Oct 18th Monday – General Meeting

Oct 23rd Saturday – Narrogin Field Day Display. Contact Merv 9450 2579

Oct 24th Sunday – Midland Railway Workshop – Centenary Display

Oct 26th Tuesday. Have a Go day, Burswood

Nov 7th Sunday – Great Bike Ride

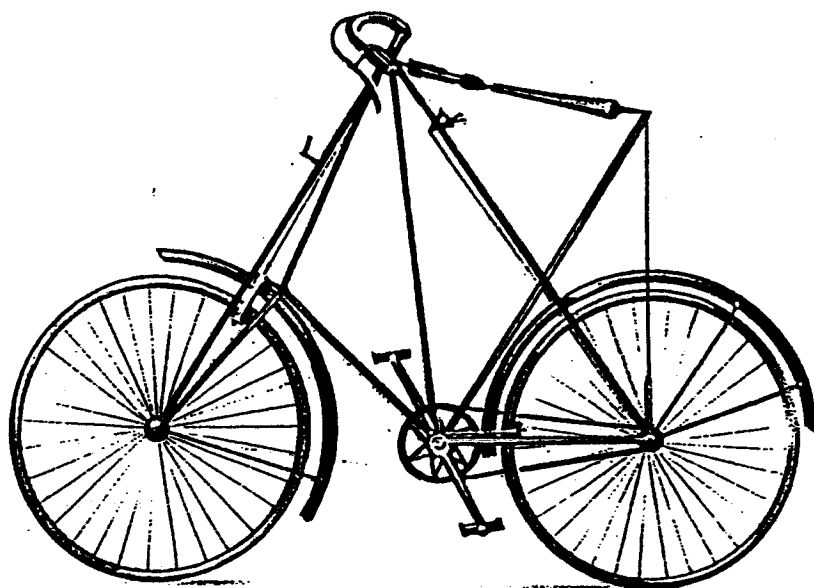
Nov 15th Monday – General Meeting – Christmas Social

Dec 11th Saturday – Christmas Pageant

NOTE – NO DECEMBER GENERAL MEETING

100 YEARS OF PROGRESS

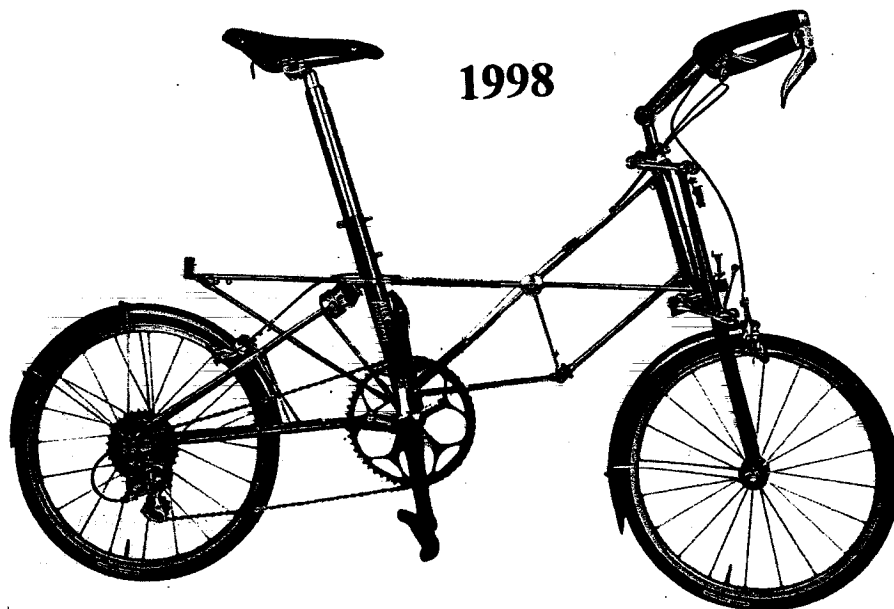
1898



DUDLEY PEDERSON

Claimed to be the most comfortable
bicycle built.

1998



MOULTON

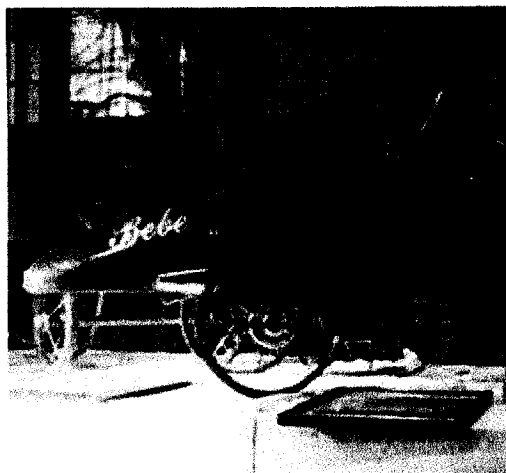
Claimed to be the most scientifically
built bicycle



Traditional skills revived in the South West

Tuesday, August 3, 2004

During Heritage week in 2004, the Western Australian community of Bridgetown showcased a range of arts, crafts and skills from bygone days, some of which are no longer practised.



The Bebe

At the inaugural Bridgetown Heritage Field Day, a blacksmith worked alongside the wheelwright, spinners and felters wove their magic and old machinery from drag saws to vintage tractors chuffed and chugged.

In the main hall, hobbyists and collectors from all over displayed their wares and talked about their passions.

This is a collection of some of the stories from that day, with pictures and video. As well, there are links to stories from three of Bridgetown's older residents. You'll laugh and you'll cry at their reminiscences of growing up in a very different time.

The Bebe takes fifty years

A child's tears were the motivation behind the restoration of an old bike found on the South Perth rubbish tip. Though it did take Mervyn Thompson 50 years to finish it, the Bebe is the result.

Merv is the founder of the Western Australian Historical Cycle Club. The Club was formed about five years ago when he noticed the growing interest in old bikes. Today they have about 30 members and a growing number of old and interesting bikes such as tandem and fold up bikes, delivery bikes and a policeman's bike from 1945. When the Graham Farmer Tunnel was opened in Perth, the members turned out on 10 pennyfarthings.

Along with a passion for restoring old things, Merv has the ingenuity of those who have to make do. Recently he was given a 1938 Cyclops pedal car with just one wheel. Enamel saucepan lids back to back substituted for wheels and plumber's O rings took the place of tyres. For the restoration of the Bebe, Merv was just as inventive.

The pedal car was just a rusted out frame when Merv found it on the tip. The state of the vehicle didn't stop Merv's kids and grandkids from having a wonderful time over the decades. Now the Bebe is a resplendent blue with its name painted on the side. The nose is an old headlight and the hubcaps are toilet holder flanges, while the rear is a spare Studebaker kickplate. Throw in a couple of bike lights and a bit more making-do and the result takes pride of place on exhibition day. Merv is only half joking when says he wouldn't let the kids play in it now.

Watch the video as Merv talks about the restoration. There's also footage of two other interesting pieces in the exhibition. The RRR, or Robbie's Racing Rocket, is basically a leaf spring which bounces up and down as it's pedalled along. The flivver is a 1920s child's bike which is steered with the feet and propelled by a lever.

To find out more about the club, you can ring Merv on 9450 2579.

Cheese making is easy