



Not the...

Spoke 'n Word

Volume 7 N° 3

NEWSLETTER

September/October 2005

MINUTES OF MEETING 18th JULY 2005.

The meeting opened at 7.35PM

Present – 11 members

Apologies – David Clark, Milton and Mavis Jones, Alan Naber, Ken Ward

Minutes of Previous Meeting – Read and accepted. Moved Phil Harris, seconded Dawn Thompson.

Treasurers Report

➤ Tony Hall advised the club finances were Credit Society \$2,797.19 – Cash \$347.45 – Total \$3,144.64. Merv Thompson suggested surplus funds be placed in a term deposit to gain interest. Mal Bell asked about two cheques lost in the post which needed to be replaced at a cost of \$30.00.

The financial report was accepted – Moved Mal Bell, seconded Merv Thompson.

Honary Auditor Harold Perry said that as at the AGM (16th May) the financial books were a true and fair record of the Club's finances.

Correspondence In

➤ Magazine – Friends of Canberra Bicycle Museum
➤ Bicycle Transport Alliance – Membership Renewal
➤ Peter asked if we should join the Friends of Canberra Bicycle Museum? Merv said that a reciprocal arrangement was in place where we sent our magazine and they sent theirs.

Coming Events

➤ Fremantle ride. Fremantle Motor Museum Sunday 24th July. Start 10am fee \$7.00 per person. It is proposed to have a ride around Fremantle then back to the museum for lunch – not provided, bring your own. Trailers may be left on the wharf behind the museum. Parking in the immediate area is not free.
➤ Beverley Bus Trip – 28th August – visiting the Beverley Museum, Barry's Toys, Avondale Research Centre, Air Museum. BBQ available – cost approx \$15-\$25, depending on numbers. Lunch available at Beverley \$12-\$15 per person. Bus leaves Bunning's car park Cannington at 8.30am sharp.
➤ October 2nd – a bike ride and picnic probably at Bibra Lake or Guildford. To be arranged.

➤ October 25th – "Have a Go Day" Burswood Park. Bicycle display from approx 9am – 4pm
➤ December 10th – Channel 7 Pageant. Details to be advised.

Past Events

➤ Phil said that 6 members took part in the 'Around the Bridges' ride Sunday June 26th. A very enjoyable ride which concluded in a Coode Street coffee lounge with a chat and a few jokes.
➤ York Sunday 17th July – Phil arranged this event at very short notice. A great day. We were well received with great feedback and asked to make it an annual event. A highlight was the kids pedal car race with the drivers being breathalysed by the Police. Merv talked his way out of a 'red sticker' for the bald tyres on his pedal car. Ten members attended with over 30 bikes plus pedal cars.

General Business

➤ Peter asked any member who does not have a display sheet detailing information about his/her bicycle to contact him.
➤ Mal Buckland said he believed the magazine should be published monthly rather than bi-monthly. As an out of town member, he finds it difficult when important information can take 6 weeks before appearing in the magazine and may already have been acted upon.
➤ General discussion took place on the subject. Peter advised that the matter would be raised at the next committee meeting.
➤ The club was advised that Jean Barret is moving to Cottesloe.

Show and Tell

➤ Peter showed a centre pull calliper brake assembly operated by the chain when back pedalling.
➤ Peter also presented a pair of rather old pedals to Tony to replace the ultramodern pedals Tony had on his vintage bike.

Meeting closed at 8.35pm to enjoy refreshments and discussion.

NEXT MEETINGS: Monday 19th September at 7.30pm
Monday 17th October at 7.30pm
VCC Club Rooms 6B Hickey Street, Ardress
WAHCC Committee - President: Peter Wells 9459 1750
Treasurer: Tony Hall 9446 5738
Secretary: Paul Redman
7 McKnight St Melville 6156 9330 2092

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: Alan Naber 9332 3956 **Librarian:** Harold Perry 9364 7253
Events Co-Ordination: Phil Harris 9459 7146 Merv Thompson 9450 2579

MINUTES OF MEETING 15th AUGUST 2005.

The meeting opened at 7.40PM

Present – 15 members

Apologies – Ray Martlew, Ken Ward

Minutes of Previous Meeting – Read and accepted. Moved Mal Bell, seconded Phil Harris.

Treasurers Report

➤ Tony Hall advised the clubs finances were Credit Society \$2,860.72 – Cash \$341.00 – Expenditure \$100 - Total \$3,101.72.

Peter advised that the cost of insurance through Comvas would be approximately \$120.

Correspondence In

➤ BTA Magazine

➤ Canberra Bicycle Museum magazine

Coming Events

➤ Beverley Bus Trip – 28th August – visiting the Beverley Museum, Barry's Toys, Avondale Research Centre, Air Museum. BBQ available – cost approx \$15-\$25, depending on numbers. Lunch available at Beverley \$12-\$15 per person. Bus leaves Bunning's car park Cannington at 8.30am sharp.

➤ September 10th – Mukinbudin. The meeting authorised Mal Bell and his family to represent the club to provide a static display of penny farthing bicycles at the Mukinbudin Fair. Any member interested to travel to Mukinbudin should contact Mal on 9454 8073.

➤ October 2nd – a bike ride and picnic in the Canning River area, Riverton. Meet 9.30 am at Riverton Bridge Park on the east side of Riverton Bridge (note – not Shelley Bridge) BBQs available.

➤ October 25th 'Have a Go Day' Burswood Park. Bicycle display. 8.30 start for setup by 9am. Vehicles must be out by 9am. Display from 9am – 4pm. Peter will liaise with Mal to have a penny farthing on display.

➤ December 10th – Channel 7 Pageant. Details to be advised.

Past Events

➤ York July 17th. Merv said that Access 31 gave a very good coverage of the club's display and activities at York. He suggested members should watch "Cruizin" on Access 31 Monday evenings at 8.30pm

➤ Fremantle July 24th – Paul reported on the Fremantle ride down to the Robb's Jetty area and return. He had a puncture just as the rain started but was able to change a tube with the help of Merv. The rain ceased and did not spoil a very pleasant ride. Lunch was at the Fremantle Motor Museum capping off a great day.

General Business

➤ Tony spoke about publishing the club in 'Have a Go' magazine – Barbara's Billboard. Secretary to write giving details.

➤ Alan suggested printing handout leaflets to be distributed through bike shops. Phil also spoke on the topic.

➤ Peter tabled a list of books he had for sale mainly on bicycle and motoring topics.

Show and Tell

➤ Harold displayed a Jupiter men's roadster, c1960, he picked up. It had fluted bar work apparently to increase the strength of the frame. Paul thought it may have been a Vauxhall.

➤ Phil displayed a gent's roadster with fatty lamb handle bars and painted all over – including bright work and mudguards – in a pink resembling cream of tomato soup. It cost him the princely sum of \$7 which Phil claimed was less than the value of the mudguard. It was thought to be an Aussie.

➤ Phil also displayed a 20" BSA, with extendable seat post and front stem, from 1977. It was equipped with a dynamo and 3 speed gearing.

➤ Peter showed a pair of pump mounting clips he had made out of brass. He also had a hub with attached brake drum which needed re-chroming without chroming the braking surface of the drum. Milton suggested coating the brake surface with lacquer prior to plating.

Meeting closed at 8.30pm to enjoy a light supper. Alan Naber then gave a very interesting talk on the 8 week trip to Europe including an extensive solo cycle tour of France. While in France he was present at the start of the tour de France.

YORK FESTIVAL OF THE CAR 2005

Fog. I have never seen as heavy in Perth and the hills leading to York before, at times traffic was down to a crawl, most drivers being very careful in the unusual conditions. At least it meant that the day ahead promised to be fine, if the fog ever lifted, that is.

The annual trip to York is proving quite popular with club members, with thirteen members and family attending with a splendid display of thirty machines, plus some dozen pedal cars, tricycles, etc. And did the kids enjoy themselves, trying out many of them during the day. Mal Bell was kept busy demonstrating how to mount and dismount a Penny farthing. Phil and Lynn had their hands full keeping an eye on young Troy, who was racing everywhere on a variety of children's toys. Of course one of the events was a number of pedal car races, hotly contested by a number of willing fangios. Both Harisses brought home some trophies to adorn their sideboards. A parade by our members was well received by the quite large crowd, especially Mal and Myrene with their veteran machines. How Myrene manages that heavy Rudge Rotary is beyond me, but she gets there in the end. There appeared to be more cars supporting the event this year, the car park down by the river almost full of club cars and happy picnickers. We have arranged to make this event part of our calendar in future, so make a point to be there next July.

Those taking part were:-

David, Clark, Tony Hall, Phil, Lynn, Desiree and Troy Harris, Mal and Myrene Bell, Merv and Dawn Thompson, Harold and Judy Perry, Peter Wells. Also seen in the area was David Northan. Thanks to all who helped make the event a great success.

MOTOR MUSEUM RIDE AND VISIT

Don't rely on weather forecasters! They said we could expect fine weather. Well, it was, between the frequent showers, but that didn't stop eleven keen (perhaps that should be mad keen) enthusiasts arriving early despite steady but soaking drizzle. At least it wasn't cold, so that was a plus. After sorting out parking arrangements, and how to de-collapse collapsible bikes, we set off from the Fremantle Motor Museum in a fine spell, heading for South Beach and all points south. It wasn't hard to get through traffic, then onto a shared path alongside the railway, Bill Burrows keeping up well on his Malvern Star Ice Cream trike. Then it started to drizzle again, got heavier, and we decided to head for a nearby shelter. Well, most of us did, cos Merv and Paul were A.W.L., and we had only covered a couple of ks. A lady exercising her dogs kept us amused until the rain eased – perhaps that should be the dogs kept us amused. It definitely sounds better.

So it was off once more until another shower came along, together with Merv and Paul. Paul had experienced a puncture, hence the delay.

We pressed on dodging showers, pedestrians and dogs until we came near the old South Beach Power Station. It was then decided to return to the Motor Museum, since we could see further showers out to sea. The dual use paths were quite good, although sand covered them in some places making it necessary to exercise caution. All arrived safely, even your scribe managed to stay in the saddle for a change.

Then we adjourned to the Museum for a spot of lunch and a browse through the big assortment of memorabilia, classic cars and motorcycles, even a record holding speedboat. This is a living museum, practically all the exhibits are goers, and are used regularly. What a pity the Port Authorities are not going to renew the lease on the building. But that seems to be the usual thing in WA with anything related to transport. All enjoyed a great day, despite the rain.

Those present where:-

Tony Hall – Dahon

Paul Redman – 41 Swansea 2 Swan

Phil Harris – CWS

Merv Thompson – Dahon

Bill burrows – Malvern Star Ice Cream Trike

Blanche Burrows – Non rider

Mal Bell – Modern Folder

Myrene Bell – Modern Folder

Harold Perry – 70's Semi Racer

Judy Perry

Peter Wells – 45 Swansea 4 Swan

BEVERLEY BUST-UP

“Come on, you mob, get on the bus”. If I said that once I must have said it a dozen times at each port of call on our trip to Beverley and the surrounding tourist attractions, most of the time my words falling on deaf ears. But I suppose it was a good thing because it really showed that everyone was having a great time, and didn't want to leave interesting places.

David Clark had arranged a near new bus for our trip, and despite inclement weather we left Cannington on time via Bullcreek to pick up Alan and Wendy Naber, who thought the start time was 9.30am, not 8.30am. Some thought that they might have had a night on the town and slept in, but we forgave them. D.C. had plenty of help keeping on the right way to Beverley, and we arrived just in time for the skies to clear, and after getting a bit mixed up with our morning tea stop, soon had everyone tucking into a fantastic selection of homemade cooking, enough for twice as many people. The ladies of the Dead Finish Museum had excelled themselves, and everyone did their best to empty the loaded plates before exploring this old hotel premises with its amazing collection of memorabilia. Much appreciated was a huge table covered with old cycling news and programmes dealing with the Beverley to Perth road races. The Beverley Cycle Club was formed in 1895, and was prominent in cycling for many years. I had great difficulty getting the mob back onto the bus to visit Barry Ferguson's huge collection of old machinery and memorabilia, mostly dealing with the Beverley district, but including a number of bikes including two penny farthings and a couple of trade tricycles that had been used in the town. There was really too much to take in one visit, and all exhibits were very well presented in clean surroundings. I had more trouble clearing the mob back to the bus.

The next stop was the Beverley Air Museum, which was once again well worth the visit, even the ladies being unwilling to leave here. On display is an aircraft that was built and flown in Beverley in the 1920's. By the time we left to visit the Avondale Research Centre the clock was way past the yardarm, so Dave was urged to put the peddle to the floor for that short trip.

Avondale is a Government farm where research is carried out on farming practices, and has been operating since the late nineteen century, so there was plenty of history to be seen. There has obviously been a lot of care taken to preserve the early character of the place while still keeping up to date.

After a very pleasant picnic lunch in a lovely setting, there was time to browse through the huge undercover display of farming equipment of past decades, again well presented. Avondale is also the site where the mighty Avon River has its source, and that was also highlighted. As the shadows were getting longer it was once more time to get everyone on board for the journey back home, which was safely reached just before dark.

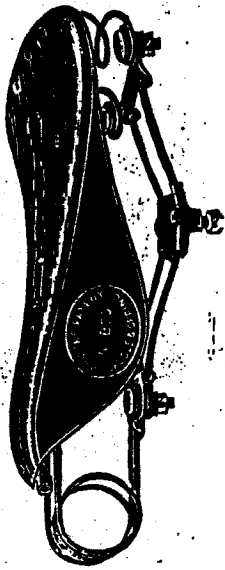
A great day was enjoyed by fifteen members, and thanks to Dave it was also a cheap outing that was appreciated by all taking part. Now we have to plan something for next year.

BROOKS' SADDLES



B 28.

For COMFORT,
STERLING QUALITY,
CONVENIENCE,
AND DURABILITY.



For CORRECT
MECHANICAL ACTION
and DESIGN;
FOR CAREFUL
ATTENTION TO DETAIL;



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Excel all others.
Send for List. 115, GREAT. CHARLES ST., BIRMINGHAM.

CALENDAR OF EVENTS 2005

Sept 19th Monday – General Meeting

Oct 2nd Sunday – Ride and Picnic. Meet at the Riverton Bridge East side at 10am NOTE NOT SHELLEY BRIDGE

Oct 9th Sunday – Cannington Swap Meet *..Car Club*

Oct 17th Monday – General Meeting

Oct 25th Tuesday – ‘Have a Go Day’ Burswood

Nov 21st Monday – General Meeting – Christmas windup

Dec 10th Saturday – Channel 7 Christmas Pageant

NOTE NO DECEMBER MEETING

CALENDAR OF EVENTS 2006

Jan 16th Monday – General Meeting

Jan 22nd Sunday – Ride. Meet Burswood 9am

Feb 20th Monday – General Meeting

Feb 26th Sunday – Safety Bay Ride

March 10th-19th – Bike week. Details later

March 19th Sunday – Guildford Fair Display

March 20th Monday – General Meeting

April 9th Sunday – Gosnells Museum Display

April 17th Monday – General Meeting

April 23rd Sunday – Club Ride. Details later

May 15th Monday – Annual General Meeting

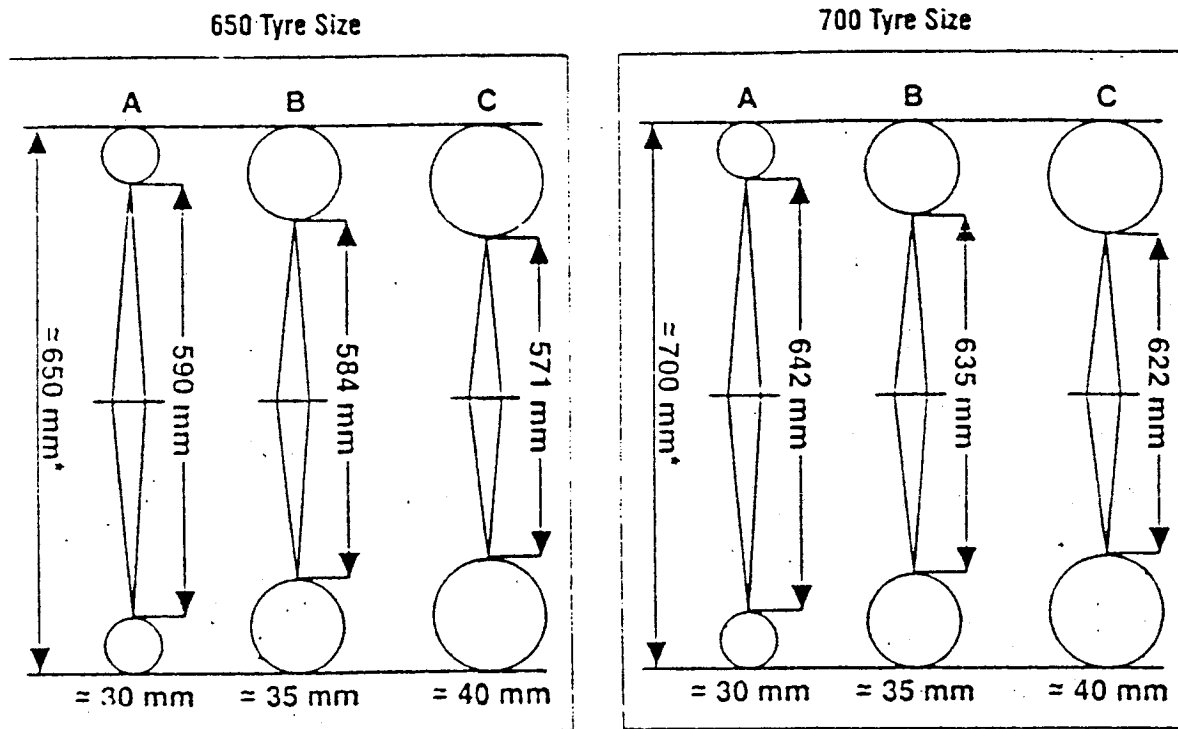
May 28th Sunday – Swap Meet 8am start 6B Hickey St Applecross

June 19th Monday – General Meeting

June 25th Sunday – Club Ride. Details later.

FULLY UNDERSTANDING TYRE SIZES & MARKINGS

The following notes have been taken from an old issue of News and Views, the newsletter of the British Veteran Cycle Club. They should help clear up some members tyre problems.



* approximate overall diameter

Many of the old tyre size designations are very similar, for example 650A, 650B, 650C or 700A, 700B, 700C. A user seeking a replacement tyre may be confused into assuming that these different tyre sizes are identical when such is not the case.

It is physically impossible to fit a 650A in replacement of a 650B or C. The same applies for the 700A, which cannot replace a 700B or C tyre. All of these tyres are designed to fit rims of different bead seat diameters and so have different "internal" or "bead sole diameters".

The 650A tyre fits a 590 mm rim, the 650B fits a 584 mm rim and the 650C fits a 571 mm diameter rim. The 700 A tyre fits a 642 mm diameter rim, the 700B fits a 635 mm rim and the 700C a 622 mm diameter rim. In general the letter A designates a tyre section of approximately 30mm, the letter B a tyre section of approximately 35mm and the letter C a tyre section of approximately 40mm.

Although these tyres with similar size markings (650 or 700) have identical overall diameters, they different section widths (30, 35, or 40) and this means that their bead sole diameters are different and they fit different diameter rims as follows: 590, 584, and 571mm for the 650 designation and 642, 635, and 622mm for the 700 designation (see sketches above).

WARNING

This method of determining the rim bead seat diameter (overall tyre diameter minus twice the tyre section) no longer holds true for new sizes.

Examples: 700x18C Hi-Lite Super Competition HD= 18-622
700x20C Hi-Lite Super Competition HD= 20-622
700x23C Hi-Lite Super Competition HD= 23-622

The rim bead seat diameter of 622mm has been retained for all these sizes.

| Tyre dia. x size ins. | Bead dia. | | French mm | ETRTO/ISO width-b.d. |
|--------------------------|------------------------------------|-------|--------------|------------------------------------|
| | ins. | mm | | |
| <u>26in</u> | 26 x 2 (MTB) | 22.0 | / 559 | 54-559 |
| | 26 x 1 ³ / ₄ | 22.5 | / 571 | 650 x 45C (650C S.C.) 47-571 |
| | 26 x 1 ¹ / ₂ | 23.0 | / 584 | 650 x 38B 40-584 |
| | 26 x 1 ³ / ₈ | 23.25 | / 590 | 650 x 35A 37-590 |
| | 26 x 1 ¹ / ₄ | 23.5 | / 597 | UK only 32-597 |

The tyre that is the exception to the above rule is the UK 27 x 1¹/₄. This has a bead diameter of 24.8in (630mm) so the outer diameter calculates to:

$24.8 + (2 \times 1.25) = 27.3\text{in}$. To achieve 27in dia. it needs a 1.1in deep tyre, i.e. a 27 x 1¹/₈ or 27 x 28mm.

I have measured several wheels of various types; old 26in, 27in, 26in MTB, and 700C. In all cases but one, the inflated tyre height, calculated as above from the measured wheel diameter, was within less than 2mm of the stated tyre section, whilst the width was several mm less than the stated tyre section. The average of all the measurements gave a height 0.7mm greater and a width 3.2mm narrower than the stated tyre section. Older Imperial and French tyres gave heights very close to the stated tyre section. The one exception was a Continental MTB tyre, 26 x 1.4, ISO mark 37-559. This had a height of 1.6in and a width of 1.46in (37mm) and so appeared to be built to the ISO spec. Hence it would seem that older tyre moulds (many of them still in use?) give a height corresponding to the section dimension.

The ISO spec. notation often quotes widths 2mm greater than the old tyre section, e.g. 47-622 for a 700 x 45C (28 x 1³/₄), whereas in practice they seem to be narrower (dependent on rim width). It also specifies equal heights and widths for tyres on correct width rims, whereas they always seem to be narrower than they are high. This leads to several questions:

- 1 Am I correct to argue that the old tyre section size is the height?
- 2 Is the ISO spec. wrong in quoting a width equal to or greater than the old section size/height? (I have served on a lot of international committees and know only too well how easy it is to get things wrong by having to include everyone's pet input – in this case tyre size – and get agreement before the 3.00p.m. plane leaves on a Friday!)
- 3 Why did the UK pick a rim-bead diameter of 24.8in/630mm for its 27in racing wheel? Why did we not adopt an already standard 28in wheel rim-bead diameter, e.g. a 24.5in/622mm (700C) or 25in/635mm (700B), as did the French? For example a 28 x 1³/₄ x 1¹/₄ (700 x 32C) wheel, which we could have called 27 x 1¹/₄, has a diameter of exactly 27.0in.
- 4 Were the French 700 and 650 A, B and C rims based on UK 28in and 26in rims or did we copy the French?

Any answers welcome!
