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Volume 13 No 1

NEWSLETTER

July – Aug 2011

MINUTES OF ANNUAL GENERAL MEETING

20th JUNE 2011

Meeting opened 7.40pm.

Present - 12 members.

Minutes from the Annual General Meeting 21st June 2010 meeting - Read and accepted. Moved Phil Harris, seconded Alan Hind.

Treasurer's Report

Balance B/F	\$3,632.60
Income	\$2,095.65
Expenses	\$1,926.24
Balance	<u>\$3,802.01</u>

Treasurer's Report accepted. Moved Walter Edom, seconded Ken Ward.

Presidents Report

Considering there were no nominations for President and that our Editor, Peter Wells, having done more than his share in effect during the year and hoping for a break – I nominated to be President for the on coming year. Carl Bentley was voted to become Secretary and gave good service for a few months before he had to stand down due to work commitments. Thanks to Mavis Jones for Acting Secretary for one month and to Tony Hall for Acting Secretary this year. I thank all other Club Office Bearers for assisting me during the year.

Our attendance had averaged about 15 members each month and considering several members migrate up north during the colder weather, the attendances have been regular.

Like many other clubs in which I am involved the regular members who attend are getting older and there is a need in future to encourage the younger generation to become more involved in this Club to participate in collecting and restoring old bicycles and memorabilia.

There have been several excellent events held during the year namely the Fremantle Fair Exhibition of Bicycles, displays at the Whiteman's Classic Car Show and the Guildford Heritage Festival where we have been inundated with requests to exhibit in country centres.

Although members bring along items of interest at Club meetings there is a need in future to seek guest speakers to talk on subjects related to bicycle history, how to collect, restore and display memorabilia.

Our Annual Club Tour is always a resounding success but Club members should keep in mind that the generous concession given by the Club depends on donations from some events, Club functions, auctions etc. We can only hope that our cost of rental of Club premises and Public Liability are not increased.

At this time I have not received any nominations for President and as I have several future commitments, I would be prepared to offer my service as President for the following year only.

Again I thank all office bearers for supporting me during my term of office.

Merv Thompson

Election of Officers

President	Peter Wells
Vice President	Merv Thompson
Secretary	Tony Hall
Treasurer	Harold Perry
Historian	Ken Ward
Librarian	Harold Perry
Event's Coordinator	Phil Harris

NEXT MEETINGS: Monday 15th August 7:30pm
Monday 19th September 7:30pm
Committee – President: Peter Wells 9459 1750
Vice President: Merv Thompson
9450 2579
Treasurer: Harold Perry 9364 7253
11 Brentwood Ave, Brentwood 6153
Secretary: Tony Hall 9446 5738
27 Brentwood Ave, Woodlands 6018

Articles for Newsletter:

The Editor, Peter Wells 9459 1750
25 Constantine Way, Thornlie 6108
Historian: Ken Ward 9364 3601
Librarian: Harold Perry 9364 7253
Event's Organiser: Phil Harris 9459 7146
Committee Members: David Clark, Walter Edom,
Alan Hind

DISCLAIMER The views expressed in this newsletter are not necessarily those of the WA Historical Cycle Club and the accuracy of information published herein is not guaranteed.

Election of Officers (cont)

Committee Members Dave Clark
Alan Hind
Walter Edom

There being no further business the Annual General Meeting closed at 7.55 pm.

MINUTES OF MEETING 20th JUNE 2011

Meeting commenced at 7.55pm.

Present - 13 members.

Minutes from the 16th May meeting - Read and accepted. Moved Alan Hind, seconded Dave Clark.

Treasurer's Report

Balance B/F	\$3,772.01
Income	\$ 30.00
Expenses	nil
Balance	<u>\$3,802.01</u>

Treasurer's Report accepted. Moved Judy Perry, seconded Peter Wells.

Correspondence In

➤ Newsletter of the S.A. Cycle Club.

Future Events

- 26th June - Speed Dome.
- 18 July - General Meeting.
- 24th July - Toure de Ruste.
- 15 August - General Meeting.
- 21st August - Point Walter Ride.
- 19 September - General Meeting.
- 25th ➤ 26th September - Mystery Bus Tour.
- 9th October - Revolutions and Whiteman Park ride.
- 17th October - General Meeting.
- 9th November - Have a Go Day, Burswood Park
- 21 November - General Meeting.
- 27th November - Christmas Function with Mal and Myrene!

The above covers our activities for the rest of the year.

General Business

➤ SUBS are now DUE. See Harold ASAP.

Show and Tell

- Phil Harris showed posters of past events in Fremantle and Racing Programs from the 50s and 60s.
- Peter Wells showed some old photos and had some pedals for sale at \$2.00 per pair.
- Merv Thompson showed a doll mounted on a trike and some interesting acetylene lamps.

Meeting closed 8:40pm.

MINUTES OF MEETING 18th JULY 2011

Meeting opened 7.40pm.

Present - 9 members.

Minutes from the 20th June meeting - Read and accepted. Moved Phil Harris, seconded Alan Hind.

Treasurer's Report

Balance B/F	\$3,802.01
Income	\$ 120.00
Expenses	\$ 69.80
Balance	<u>\$3,852.21</u>

Treasurer's Report accepted. Moved Judy Perry, seconded Topyy Geer.

Correspondence In

➤ Walter Edom wrote to advise that we are invited to put on a display at the Murray Arts and Crafts exhibition in Pinjarra on 19th and 20th November 2011. (To be discussed at the next meeting).

General Business

➤ Walter Edom advised he is prepared to organise a website for the Club.

Events

- 26th June - Speed Dome Display - Phil Harris advised that we were well looked after. There were fewer cars present which made it easier to get in.
- 24th July - Tour De Ruste - Be at Ray Tillbrook's place 460 Railway Parade, Beckenham for 10.00am, followed by a visit to Topyy Geer at 9861 West Swan Road, Henley Brook. How to get there is in May/June *Spoke n Word*.
- 21st August - Point Walter Ride - Meet at Club premises at 10.00am.
- 25th September - Mystery Bus Tour - Be at Bunnings, Cannington for a 9.00am start

Show and Tell

- Ken Ward showed a photograph of 1931 Swansea Road Race with a large number of entrants present.
- Phil Harris showed a Road Racer, possibly a Schwin, which he picked up recently in Rockingham. A very nice machine!

➤ Meeting closed 8.20pm.

THE SPEED DOME DISPLAY - 26th JUNE

For once almost everyone was on time, so that our display was up and cycling on schedule, and it was a pretty good selection of bikes too, from kids bikes to racing machines, with a few odd ones to whet onlookers appetites. This time we were on a level area, which made it easier to display our wares.

After the usual stumbling and fumbling our sign was erected, and there was room to put our chairs and tables in amongst the exhibits so that just before 10.00am we were able to see various groups of riders of both sexes and of a wide range of ages practicing before the events started.

This year there seemed to be a greater number of top riders taking part, many from the East, so the racing was



very keen with numerous very close finishes at many races. Also the timing device was working again, so onlookers had a better idea of what was going on with the various heats. As usual the sound system was not particularly brilliant, but I suppose it is hard to cope with such a large building. The announcer certainly got very excited with all the very close racing.

Unlike last year, our lunch was brought to us, and was much better than in the past, so our crew were satisfied both mentally and physically. It was another great day seeing young Australian cyclists not only riding hard and fast, but also being great sportsmen and women. And weren't those youngsters a sight for sore eyes? Some of them must have been only twelve or thirteen years old. If you didn't go you missed a great show.

Those present were Phil Harris, Harold and Judy Perry, Alan Hind, David Clark, Fred Starcken, Walter Edom and Helen, Douglas Hughes and Peter Wells.

TOURE DE RUSTE - 24TH JULY

Eleven stalwarts turned up for a day perusing two out of this world collections ranging from china, dolls, toys of all descriptions, for boys and girls of all ages from seven to seventy. And there were even a lot of bikes to be seen as well! Ray Tilbrook has a most amazing display of tin toys, cars, trucks, tractors, you name it, as well as many other items of memorabilia. Did I mention model trians? Well, he has them too. Then we went to see Toppo Geer's tool collection dating from the nineteenth century and covering numerous trades. The girls liked his big collection of dolls of all shapes and sizes.

Thanks very much for allowing us to view your treasures, there must be many years of dedicated research in both those collections.

Those in attendance were - David Clark, Merv and Dawn Thompson, Harold and Judy Perry, Walter Edom and Helen, Phil Harris, Alan Hind, Mal Bell and Peter Wells.

ADVANCE WARNING

Your President/Editor will be AWL from 30th July until 21st August, so any queries should be through Merv Thompson during that period.

COMING EVENTS

Sunday 21st August – Point Walter Ride.

Meet at the Clubhouse, at 8.30am for a 10.00am start. BYO picnic lunch which will be partaken on the verandah of the Clubhouse. Toilets will be open. Any queries contact Merv 9450 2579.

Sunday 25th September Mystery Bus Tour.

Meet at Bunnings Carpark, Cannington for a 9.00am SHARP departure. Seating is limited so book early to avoid disappointment. Cost is \$20.00 per head plus morning teas or any entrance fees, as last year. BYO lunch. A booking form will be available at the August meeting. Contact Merv for more details 9450 2579.

HUB GEARS AND OTHER THINGS

From the very beginning of the 20th century both Sturmey Archer and BSA (Birmingham Small Arms) marketed two and three speed hub gear systems, and as time went on these companies made many variations, with wide and close variations between the ratios, drum or coaster brakes, and hub dynamos for lighting.

The beauty of the hub type gearing of course is that there is no dirt picked up from muddy or dusty roads, unlike the derailleur system that is almost universal these days. I can remember as a child riding on muddy gravel and having to clean my chain at times before I managed to get home, a distance of only a couple of miles, so any rider covering any distance would see the advantage of hub gears, and of course, the enclosed chains on Raleigh and Sunbeam bikes.

BSA of course not only built hub gears, they also supplied complete components to frame builders for all types from roadsters to road or track racing machines. Any bike built with BSA parts was – and still is to the cognoscenti – regarded as good as you could buy. And every genuine BSA part is stamped with their piled rifle trademark, whereas similar looking parts, usually inferior, will not have that marking.

Here in Western Australia in the early days, Armstrong Cycles were agent for BSA, and that is no doubt why a number of very early bikes have BSA components. But very few BSA hub gears seem to survive here, unlike Sturmey Archer, which are relatively common, even though Bruce Small of Malvern Star fame became sole BSA components importer in the early 1930s. By the same token we do not see very many pre-war components of any make coming to light these days, the supply has almost dried up completely.

So, how do the BSA and S.A. hubs compare? Having done many miles with Sturmey Archer hubs with very little trouble over sixty or more years, and with only limited in comparison experience of the BSA product, I find that the BSA seems to have a smoother action when changing gear – but there is not much between them. Where BSA is better is

that if a cable breaks you finish up in low gear, whereas the Sturmey system leaves you stuck in top gear, which can be a problem if you are in hilly country.

I have not weighed a three speed hub gear to compare it with a similar derailleur, and of course modern hub gears are no doubt much lighter than the old ones, but I do not think that there would be much between the two systems. When the hub gear has a drum brake or a dynamo combined no doubt there would be a bigger weight problem, but a drum brake is not affected by wet weather, and dynamo hubs do not have flat batteries, although they do not work when stationary.

Did you know that Sun Tour three speed hub gear internals are interchangeable with Sturmey Archer AW units? Or that Perry and Renak internals also interchange? Usually the Renak hubs are in much better condition, so if you have your Perry shell and brake arm replated you will have a reasonably good backpedal brake.

I have a Shimano two speed hub gear unit, but it weights almost as much as a BSA or Sturmey Archer three speed unit, so cannot see much value in it, and that extra gear is good with strong winds or hills.

When you are not using your Sturmey hub geared bike you should move the change speed lever to high or position 3 on the indicator. BSA hubs should be left in low. By doing this you relieve the tension on the internal springs.

Peter Wells

ANOTHER LINK GONE

The recent death of Nellie Baldwin, the wife of Howard Baldwin, co-founder of Swansea Cycles, at the ripe old age of 97, sees another link with Western Australia's great cycling heritage gone. I was privileged to meet Mrs Baldwin some nine years ago, and she was able to tell me quite a lot about the early days of the Swansea firm, which was founded in 1927 by brothers Les and Howard Baldwin. This lovely and still sprightly lady was only too pleased to give me some photos and newspaper items dealing with Swansea when they were no doubt one of the most respected cycle brands in this State, and ridden by many of the top riders here. The five swan bikes are much sought after even in the Eastern States by those looking for top of the range bikes of the early post war years. There are very few left of our pioneering cycle builders, and with them all that knowledge has also been lost.

CYCLING IN THE 1930s

I am having a collection of photos and cycle racing and record breaking in WA copied by a friend of mine. Did you know that there was a Velocycle here in WA in the mid 1930s? For your enlightenment a Velocar is an early version of a two wheel recumbent, but whether it was built here or overseas I have no idea.

Can you imagine riding a racing bike from Perth to Bunbury and return, with a pacing motorcycle in front for the entire distance?

The rider of the motorcycle virtually rode in a standing position with special extended handlebars, and a roller bar at the rear of the bike for the cyclist to use to maintain the best position to reduce wind pressure. Of course there was little traffic on the roads in those days, but the boys in blue must have turned a blind eye to such goings on. And yes, the rider did break the record.

STRANGE BUT TRUE

I was approached at the Have a Go display by a gentleman enquiring whether there were any Speed King bikes around. So I told him of my having one on display at Whiteman Park and how I had obtained the missing head badge some eight or more years ago. It turned out that he had given me the badge, so we had a chat about Speed King Cycles, founded around 1906 by his Uncle's grandfather. The firm finally closed in the 1980s, still selling pushbikes and motorcycles. Ernie Legg, the last proprietor, passed on his priceless collection of vintage motorcycles to the Veteran Car Club, and they are now on display at the Motor Museum. That museum, by the way, has a growing number of bicycles on display, some even motorised. Have a look next time you visit Whiteman Park, you may be pleasantly surprised.

CALENDAR OF EVENTS 2011

Due to circumstances beyond our control there are a couple of changes to the Calendar. Please take note of them.

- Monday 15th August – General Meeting.
 - Sunday 21st August – Point Walter Ride NOTE CHANGE – See coming events for details.
 - Monday 19th September – General Meeting
 - Sunday 25th September – Mystery Bus Tour. See Coming Events for details and Booking details.
 - Sunday 9th October – Whiteman Park Ride, Display and BBQ.
 - Monday 17th October – General Meeting.
 - Wednesday 9th November – Have a Go Day.
 - Monday 21st November – General Meeting.
 - Sunday 27th November – Christmas Party.
- NO DECEMBER MEETING**