



Not The Spoken Word

Bi-monthly newsletter of The Western Australian Historical Cycle Club Inc.

Restoration of Hickling and Co. Penny Farthing

On closer inspection of the bike I removed the perished spiral wire, rubber tyre and found that the spokes and rims had been filled with a hard setting liquid. By suspending the bike on a rope to a roof beam I found that the wheel was true in diameter but had a slight buckle. To remove and replace all the spokes would have been a major task so I persevered by securing two pieces of board on either side and applied clamping. The wheel is now true in diameter and rideable although it still has a small buckle. Because the wheel is a hollow rim design, applying heat to the rim to remove the buckle would not be recommended. The rear wheel tyre was later removed and in good condition. Restoring the bent motorcycle style handle bar was not difficult. After making a metal template of the existing section of the handle bar, and by applying heat from an oxy acetylene torch, it was not long before the true shape was formed.

To make the missing handle I cut a section of a damaged turned chair leg and used my small homemade lathe to complete the profile of the existing handle. Surprisingly the left hand crank was bent indicating a heavy fall from the rider. Applying heat, I managed to straighten the crank but an odd pedal had to be replaced. The large seat frame was in good condition except that part of the adaptable section was missing leaving only a small section welded to the frame.

During the restoration of another Penny Farthing I made my own leather seat and decided to use the existing old leather seat to cut out the profile onto a block of wood. Once shaped I purchased a piece of leather from a saddlery and formed the shape over the wood block and holding its shape with a series of tacks. The seat was then stained to the desired colour and finished with saddle soap.

During the stripping of the bicycle, I discovered engraving on the steel seat bracket - Hickling & Co, The Pilot Racer, Maidenhead. The other identification was a small brass plate on the bike rim; Warwicks Patent Hollow Rim No 4957 SEPT 1882.

Except for the replacement of the tyres the bike was stripped of the paint using the back of a hacksaw blade. Superficial rust on the spokes was removed easily after grinding a few notches on the hacksaw blade. A light rubdown with emery paper and the bike was ready for painting. A few pen striking details were added and a few old decals enhanced the appearance. All that remained was replacement of the tyres - my biggest problem since deciding to restore the bike.

Despite corresponding with suppliers in the USA, NZ, England and Australia I found only one who could provide 1/2 inch firm spiral wire, but the cost was high and would require purchasing three times the quantity needed. An alternative method was to use a straight wire process involving tensioning the wire and joining,

but at that time the half inch rubber was not available. After some long deliberation an idea suddenly inspired me? I have the answer in my shed - 1/2 inch red acetylene welding hose. Following a visit to the wire firm I managed to purchase a length of stainless steel twisted wire which fitted comfortably through the rubber tube. Joining the ends was a problem as the firm had a clamping machine which would guarantee a positive joint, but could not be adjusted to

allow for the rubber tube. I overcame this problem by using a small stainless steel tube from a rivet and joined with high grade silver solder. Before fitting the tyre to the rim I used a SIKAFLEZ – 221 heavy duty adhesive sealant around the rim. Time would tell if it worked. For easier riding I have now included the foot rest and an original carbide lamp. The bicycle stand has been made from aluminium chair legs supported on a wooden base. Next will be a test run!

Merv Thompson



Warwick's badge on the rim.

Bloomers

The West Australian Newspaper Thu 13th Aug 1896

Cycle Notes by "Satellite"

FREMANTLE BICYCLE CLUB.

A general meeting of the Fremantle Bicycle Club was held last evening at the Esplanade Hotel, Mr. D. K. Congdon, M.L.C., patron, presiding.

With reference to the proposed rules of the League of the W.A. Wheelmen, which were forwarded to the club for their report on them, it was resolved to refer them to a sub-committee, consisting of Messrs. A. B. Kidson, M.L.C., E. Leonhardt, A. E. Thurston, H. H. Bolton and A. Andrews for consideration.

It was resolved to hold a race meeting in connection with the forthcoming visit of Porta, the Italian cyclist, on October 3. A strong committee was formed to carry out the arrangements.

On the motion of Mr. A. E. Leonhardt, seconded by Mr. Howerth, it was resolved that ladies be admitted as members of the club on payment of 2s. 6d. entrance fee and 2s. 6d. per annum, and that the uniform for lady members be navy blue jacket with navy blue skirt, no other uniform being allowed to be worn by lady members during club runs. Mr. Leonhardt explained that the restriction as to the uniform was introduced specially to preclude the possibility of "bloomers" being worn. Eight new members were elected, including Mr. L. Dahlberg

It was announced that nominations for the forthcoming road race from Fremantle to the Ten-mile Well would close with the secretary, Mr. A. E. Leonhardt, on Saturday, 22nd inst.

Tom Congress

The West Australian Newspaper Mon 28th Sept. 1936

Fatality in Barrack-st. Shop.

Frederick John Thomas Congress (45), bicycle manufacturer, was found dead at the premises of Congress Cycles, Barrack-street, Perth, on Saturday morning. It was supposed that Mr. Congress, while working late on Friday night, was overcome by gas fumes when engaged in stove-enamelling the frame of a bicycle.

About 6 o'clock on Friday evening, when Arthur John Horlin, an employee of Congress Cycles, left the premises in Barrack-street, Mr. Congress was still busy in the shop.

Wearing his apron, Mr. Congress was seen in Barrack-street about 9 o'clock. Shortly after 9.30 o'clock gas fumes were detected by the proprietor of a shop next door to the cycle shop, and he communicated with the Electricity and Gas Department. He was advised to ring a certain telephone number, and, on doing so, was given instructions how to turn off the gas leading to his establishment, because at that time it was thought that

the gas leak might be in his premises. He was unable to find the handle of the gas tap, and about 15 minutes later he again communicated with the gas complaints office. Shortly afterwards, he found the handle and turned off the supply of gas to his premises. In spite of this precaution, a strong smell of gas invaded the shop but, having done his best to trace the leak, the proprietor completed his work in his shop and left for his home later in the night.

Anxiety concerning the non-appearance of Mr. Congress at his home in Monmouth-street, North Perth, caused his daughter, Jean (16), to go to the Barrack-street shop about 7.30 am. on Saturday. As the front door of the premises was locked, the girl went to a lane and entered the premises from the rear. The shop was reeking with gas, but the girl made her way to the front of the premises, where she saw her father lying face downwards near the enamelling oven. She opened the Barrack-street door of the shop and called the police. The police found that Congress was lying near the gas jet of the enamelling oven, and the gas was turned full on. In one of the man's hands was a box of matches, and it was assumed that he had turned on the gas and was about to light the jet when he collapsed and was overcome by fumes.

Inside the gas oven was the frame of a freshly-enamelled bicycle and a paint pot and brush on a nearby bench indicated that the frame had just been enamelled.

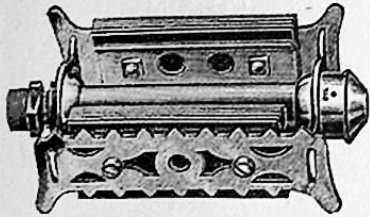
Constable Gault turned off the gas, and Constable Bluck removed Congress in an ambulance to the Perth Hospital, where a doctor said that death had occurred several hours earlier. The City Coroner was notified.



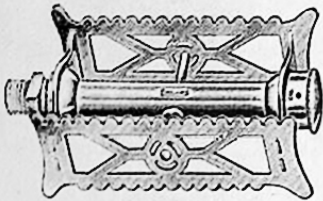
PEDALS—continued
PHILLIPS



"ANGLO" RACING RAT TRAP
Chromium Plated.
No. 25/P210/204 .. per pair 3/2
25/P210/2706 doz. pairs —



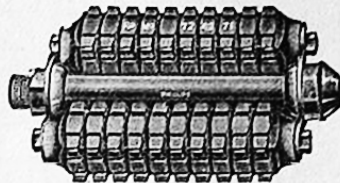
"CELTONIA" RUBBER RAT TRAP. 4" wide.
Chromium Plated.
No. 25/P222b/206½ .. per pair 3/-
Sets of Rubbers, Plates and Nuts and Bolts complete for above.
No. 25/P432/100 per set 1/4



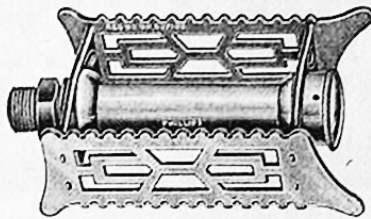
"CELTONIA" RACING RAT TRAP
Nickel Plated.
No. 25/P228/107 .. per pair 2/2
25/P228/1806 doz. pairs —
Chromium Plated.
No. 25/P229/108½ .. per pair 2/4
25/P229/2000 doz. pairs —



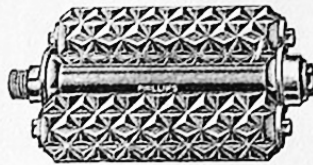
"PHILLIPS" PATENT RUBBER
Complete with Ball Bearing Spindles.
No. 25/P250g/205 Lady's 3½" pair 3/3
25/P250k/205 Gent.'s 4" .. 3/3
25/P250L/205 .. 4½" .. 3/3
Replacement Rubbers for same.
No. 25/P431g/101 Lady's 3½" pair 1/6
25/P431k/101 Gent.'s 4" .. 1/6
25/P431L/101 .. 4½" .. 1/6



"ANGLO" SINGLE RUBBER
Nickel Plated.
No. 25/P215k/201 4" per pair 2/10
25/P215k/2406 doz. pairs —
Chromium Plated.
No. 25/P216k/202½ 4" per pair 3/-
25/P216k/2600 doz. pairs —

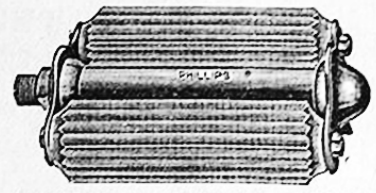


"APOLLO" RACING RAT TRAP
Chromium Plated.
No. 25/P222m/108½ per pair 2/4
25/P222m/2000 doz. pairs —

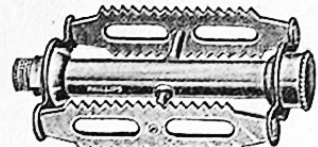


"PHILCO" DIAMOND RUBBER
Nickel Plated.
No. 25/P245g/107 3½" per pair 2/2
25/P245g/1806 doz. pairs —
25/P245k/107 4" per pair 2/2
25/P245k/1806 doz. pairs —
25/P245L/110½ 4½" per pair 2/6
25/P245L/2200 doz. pairs —
25/P245m/110½ 4½" per pair 2/6
25/P245m/2200 doz. pairs —
Chromium Plated.
No. 25/P246g/108½ 3½" per pair 2/4
25/P246g/2000 doz. pairs —
25/P246k/108½ 4" per pair 2/4
25/P246k/2000 doz. pairs —
25/P246L/200 4½" per pair 2/8
25/P246m/200 4½" .. 2/8

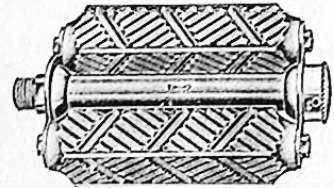
All Black.
No. 25/P247g/107 3½" per pair 2/2
25/P247g/1806 doz. pairs —
25/P247k/107 4" per pair 2/2
25/P247k/1806 doz. pairs —
25/P247L/110½ 4½" per pair 2/6
25/P247L/2200 doz. pairs —
25/P247m/110½ 4½" per pair 2/6
25/P247m/2200 doz. pairs —



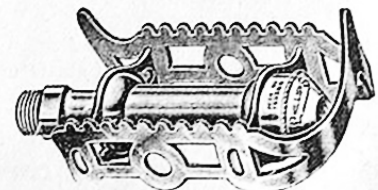
"ANGLO" LEATHER BLOCK
4½" wide with 1" Blocks.
Nickel.
No. 25/P218m/309 .. per pair 5/-
25/P218m/4400 doz. pairs —



"CELTONIA" RAT TRAP
Nickel Plated. 4" wide.
No. 25/P225k/104½ .. per pair 1/10
25/P225k/1600 doz. pairs —
Chromium Plated. 4" wide.
No. 25/P226k/106 .. per pair 2/-
25/P226k/1706 doz. pairs —



"CELTONIA" SINGLE RUBBER
Nickel Plated.
No. 25/P235g/108 3½" per pair 2/3
25/P235g/1906 doz. pairs —
25/P235k/108 4" per pair 2/3
25/P235k/1906 doz. pairs —
Chromium Plated.
No. 25/P236g/109½ 3½" per pair 2/5
25/P236g/2100 doz. pairs —
25/P236k/109½ 4" per pair 2/5
25/P236k/2100 doz. pairs —
All Black.
No. 25/P237k/108 4" per pair 2/3
25/P237k/1906 doz. pairs —



"GRANDE VITESSE" RACING RAT TRAP
Chromium Plated.
No. 25/P232/202½ per pair 3/-

Branches:
Aberdeen, Acton, Belfast
Birmingham, Bournemouth
Bristol, Cardiff, Carlisle
Croydon, Dublin, Dundee
Eastbourne, Edinburgh
Glasgow, Liverpool

Head Offices and Warehouses. Wholesale only:

GREAT EASTERN STREET, LONDON, E.C.2
126 GEORGE STREET, EDINBURGH, 2

Branches:
Hull, Leeds, Liverpool
London, W.1
Manchester, Newcastle
Nottingham, Southampton
Stoke-on-Trent
Wolverhampton

Club Calendar

City of Vincent Bike SwapMeet March 18th 8am (sellers) 9am (buyers)

Barlee St Carpark - entry via 590 Beaufort Street, Mount Lawley

Display - Giro d'Perth March 19th

Woodville Reserve, Fitzgerald St North Perth. Club members displaying bikes should be set up by 9:45. The club marquee will be on the reserve near the pavilion. There is easy shady parking on Namur St. Contact Robert Frith 0411555607

Meeting - March 20th 7:30pm Speaker - Geoff Owen, book collector

Pencil Auction

Ardross Clubroom.

Display - Guildford Heritage Fair March 26th 10am - 5pm

Stirling Square, Guildford. Club members displaying should be set up by 10am

Meeting - April 17th 7:30pm

Ardross Clubroom.

Ride - Rockingham April 23rd 10am

Ride - Vancouver St Fair Albany May 6th

11.50am: Riders gather at the University of WA, Stirling Tce and set off shortly afterwards arriving at the Vancouver Café and are met by musicians & swing dancers for the parade to the Main Stage

Display - Trachmach Ag. Machinery Day Albany May 6th 9:00am 3:00pm.

Vintage Plough and Fun Day in Albany

Webbs Farm 1804 Chester Pass Rd Napier

Display - Moondyne Festival Toodyay May 7th

Meeting - May 15th 7:30pm

Ardross Clubroom.

AGM - June 19th 7:30pm

Ardross Clubroom.

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President: Robert Frith
Vice President: Merv Thompson
Treasurer: Malcolm Bell
Secretary: Robert Hunt
Committee Members: Malcolm Buckland

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.

Wanted to buy

George Morris is restoring his c. 1963 Swansea 5 Swan, he needs a number of parts to complete it. In most cases George is replacing worn or corroded parts so cosmetic appearance is important.

- Cinelli #1 steel headstem
- Cinelli stem badge to suit the above
- Zeus Gran Sport rear derailleur
- Zeus front derailleur
- Cyclo derailleur levers
- Regina Gran Sport 4 speed cluster
- 26mm seatpost
- Williams C1232 3 arm fluted crankset or chainset
- Simplex or Gnutti 116 BCD chainring pair
- Chainring bolts for above
- Front and rear hangers for Weinmann centrepull brakes
- Grey or light blue brake cable outers (vintage preferred)
- Brake cable ferrules
- Bottom bracket cups, Zeus or Brampton or ???
- Brooks B17 saddle or similar, worn but serviceable

phone **0429087231**

email g.j.morris2@bigpond.com

Ray Martin is chasing spokes; 11 3/4" (299mm)

phone **0429943006**

email rpmart2003@yahoo.com.au

Alan Hind is on the hunt for a 46 tooth Shimano chain ring to fit a 125mm PCD crank.

phone **0422382960**

email senpix@yahoo.com

