



Not The Spoken Word

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

The Scarlet Runner

“The Extra Special Light Racing Scarlet Runner De-Luxe is beautifully finished, built of the best steel fittings, ornamental head lugs, Dunlop narrow nickel-plated shell or wood rims, double-buttet spokes, Baylis and Wiley hubs, Williams chain wheel and cranks, racing pedals with toe clips and straps, Mansfield racing or sprinting saddle, genuine Major Taylor handlebars, three-spiers roller chain, Dunlop speed tyres and tubes, all lugs and ends nickel plated; enamelled all colours and flamboyant transparent colours, nicely lined, with a complete set of floral transfers. Genuine B.S.A. parts. Nothing but the best material used.”

From an 1930 advertisement for the Scarlet Runner

The Scarlet Runner was one of Western Australia's more expensive bicycles during the early 1920's but there was high demand for the three different versions available and often up to a three month wait list prior to racing season. In 1925 Furniss was building 100 light weight wood-rim Scarlet Runners for the race season and built-to-order bicycles were also available.

The three versions of Scarlet Runner were:

The All-Service Scarlet Runner £11:10:0

The Competitive Light Racer Scarlet Runner £12:10:0

The Extra Special Light Racer Scarlet Runner £18:10:0

William John “Cocky” Furniss was born in Wanneroo in 1885 and raised on his father's poultry farm. His father was a farmer, builder and inventor with several very successful patents for a rabbit trap, improved kettle and self-lock fence dropper.

William was a keen cyclist and was road racing competitively in 1908. Around 1920 he opened his first ‘Beach Bike Shop’ opposite the Cottesloe Beach Station where he was selling new BSA and second hand bicycles, accessories and repairs which included oxy-welding, soldering, brazing, enamelling and repairs to lawn mowers, gramophones, primus stoves, prams and musical instruments. Within a year William was manufacturing two of his own bicycle brands: the ‘Scarlet Runner’ and ‘WA’ bicycles.

The Scarlet Runner was the most successful brand. The Scarlet Runner was used by many riders and William donated prizes for races including lap prizes of acetylene gas lamps.

William Furniss built a double story brick building at 45 Bayview Terrace, Claremont in 1927-28 called ‘Furniss Building’. The lower level housed Furniss Cycle Works (and Garage) as well as two other stores which he leased out. The upper level had a meeting room which was booked by local clubs and charities and residence for his wife Mercy (nee Newton a well-

known family from Mandurah) and children. The Claremont-Cottesloe Cycle Club would meet at the Furniss Building prior to their races. Furniss chained tools in front of his shop so children could repair their own bicycles.

The building had a life-sized man in sheet metal seated on a bicycle and mounted on a beam over the laneway beside the shop. The brightly painted figure with glass sauce bottle stoppers for eyes signified the motto “A Square Man for a Square Deal”.

The Square Man sign is now in the Claremont Museum.

The Furniss family purchased a parcel of land between Mandurah and Pinjarra in the 1920's which was promoted extensively in newspaper advertisements as ‘Furnissdale’ and offered free camping along the shores of the Serpentine River. During holiday season hundreds of people would camp at Furnissdale. In 1950 the land was subdivided and riverside blocks sold. The suburb was officially named Furnissdale in 1968.

William died from polycystic kidney disease in 1933 aged 48 years. His son Albert William Furniss and father continued to run Furniss Cycle Works for many years after William's death. The building was eventually sold and subsequently demolished in 1973.

No Scarlet Runners are held by members of the WAHCC, however, a head badge (below) is held in Merv Thompson's collection.

Annette Kent



c. 1960 Swansea

Part one of two

I purchased my 5 Swan Swansea around 1975 from my best friend, Mr Gordon Massey. It was used as a serious racing bike, but not by Gordon. I would love to find out who the original owner was and who the frame builder was. After purchasing it the only changes Gordon made were to install the brakes and the carrier on the back. All I changed were the tyres, tubes, brake pads and the saddle.

To restore or not to restore is a complex question, so how far do you go? I decided that I wanted to bring it back to a respectable rideable condition. It is a handsome machine and needs to look good, but also show its age as much as possible. I don't think it appropriate to make it look as if it has just come from the show room (famous last words!) The question is how much cleaning and polishing can I do before it starts to impact on this history.

The Weinmann 610 and 750 centre pull callipers and levers date from the 1960's and were in good condition. Both cable clamps were in good condition and just needed a clean. The front and rear brake cable hangers were badly corroded and I decided to replace them. The bolts need replacing or re-chroming and the cable ferrules need replacing as they were breaking. Brake and gear cables and outers needed replacing. I'll endeavour to obtain genuine Weinmann hoods for the levers.

The Zeus Gran Sport rear derailleur is bent, probably accident damage. It's a version 1 made in the 1960's, a direct copy of the Campagnolo Gran Sport. It was corroded and needed a good clean, and was missing a small adjusting screw. After having it straightened, I discovered another problem when fitting it; a positioning nub at the rear of the main body that locks onto the dropout has been filed away making the derailleur unusable.

The Zeus pedals, also from the 60's, are functional, but unsightly. They're difficult to restore due to the way they are constructed.

The Williams cranks are mismatched with one shorter than the other. The fluted drive side C1232 was Williams top model. The ZD code translates to a manufacture date of 1963. The double chainring is unbranded but looks like a Gnutti. There is evidence that the chain ring was modified to fit the drive side crank to fit. As it's unlikely this combination is original I reluctantly decided to replace the chainset.

The Cinelli handlebars (possibly model M16 Corsa Strada) were in reasonable condition. The Cinelli No. 1 stem was missing it's badge. Not all of these were fitted with badges but this one is drilled, and one of the holes has the remains of a brass bolt stuck in it.

The original 28.8mm seat post was destroyed in order to remove it from the frame. I threw the original seat away when I bought the bike, replacing it with a Fuan Ind. Colt D. I can't remember what the original saddle was but Brooks B17 were a popular choice in the 60's and I will

replace the Colt with one of these.

The wheels are Ukai 27 x 1¼" rims laced to Shimano 5353 hubs. The rims are in excellent condition. There is some corrosion on the hubs, but with proper care I should be able to keep it under control. The spokes were replaced due to corrosion.

The frame's serial number 37135 dates it to 1962 or 63. It appeared undamaged, except for a repair to the right rear dropout and a couple of small dents in the top tube. While removing all the components and cleaning it became obvious that it had been resprayed burgundy before I purchased it. I liked the colour, however the paint was in poor condition. Parts of the frame had been chromed and scratches in the burgundy paint revealed what appeared to be the original paint; a light, bright metallic blue. The chromed parts were in very poor condition.



I'd hoped to avoid repainting as it interferes with history. However it became apparent that the chrome would have to be redone necessitating a respray which I decided to do as close as possible to the original colour. Further investigation (after they had been re-chromed and painted) revealed that the front forks were slightly bent. Because of the quality of the steel, it was not possible to properly straighten them. The rear derailleur was also bent. Together with the damaged rear dropout and bent front forks it suggests that the bike was probably involved in a serious accident at some time.

Weight after cleaning and all paint removed; main frame = 2.07 kg, front forks = 0.80 kg, total = 2.87 kg.

George Morris.



Flash T-Shirts

As part of the club's Flash exhibition, originally scheduled for April, we were planning to have these T-Shirts made.

At recent meetings there was sufficient interest in them to proceed.

They are based on the Flash Sports Depot Jersey in the club collection and will be locally printed.

Priced at \$27 plus post for club members - place your order; email info.wahcc@gmail.com with your name and preferred size - S, M, L, XL

Stuck in the Shed

with Ian Barker

What are you currently working on?

Every bike I have, there's always something to do. I try to ride to work twice a week, so have a couple of "ride to work bikes" - both Reynolds 531 of course, so they need keeping clean and maintained. And then there's always something that needs adjusting, or builds that aren't quite as I want them, so there's a big list of jobs to do and parts to source that never seems to get smaller.

I do have an unknown frame from the 50's that I think was built in Adelaide that I plan to do something with. It was "done up" sometime in its life, so will need a complete strip and repaint, but as I don't know the maker, I want to do it slowly to see if there are any clues under the layers of paint. I have been slowly collecting parts for it, so it will happen one day and I might have a bit more time on my hands for the next few months, so who knows...

How many rideable bikes do you have?

If we are not counting ones that I have had to take to bits and hang on the walls because my bike shed is full, then 11 in Perth and one in Adelaide. There's probably another 6 that I could build up, but generally they are not as "good" as the ones that I have built up. Sadly if I was to sell them, they are probably also worth more as parts than as complete bikes, so they stay in the shed. I am trying to work to the "one in, one out" rule, so if I do buy a bike, then one already in the shed has to go.

If push comes to shove what is your favourite bike?

This is a hard one. Depends what for. Can I cheat and say that my favourite Tubeset is Reynolds 531? That's what most of my bikes are built from.

My most comfortable is a 1984 Mercian Vincitore touring - its currently one of my ride to work bikes too. But then, in my youth I always wanted a Bob Jackson or a Team Raleigh and now I have both, so it would probably be one of those two.

What was your first bike?

A 1971 Carlton Corsa. Chrome steel wheels and gas pipe tubing, so definitely nothing special. I bought it when I was 14 with money from my paper round. I started racing on it - the weekly 10 mile time trial and even converted it to a fixed gear to ride on the track. I rode it into the back of a parked car one night, so it had an unpleasant end. I found one on eBay in Melbourne last year - all original, (but well used) so now have one back in the shed - it was the bike that I rode at Beverley last year

Pick a bike any bike.. in your dreams what are you riding?

An ex TI Raleigh team bike from the mid to late 70's. My Team Raleigh is an early bike built at the Raleigh Specialist Bicycle Development Unit (SBDU), which is where the team bikes were built, so it is probably as close as I am going to get. The team bikes all have the riders initials stamped into the bottom bracket alongside the frame number, so they are easily identifiable. If I bought one, I probably couldn't ride it, as I don't think there would be too many in my size anyway, so am happy with the one that I have.

Whistle while you work? Give us a tip on the sounds that fill your workspace.

It depends on what I am doing. Portable Bluetooth speakers have made it so much easier.

If it is just cleaning or routine maintenance, then I will listen to a podcast (The Cycling Podcast, Life in the Peloton and The Health Report are my current favourites). If I want some "background" noise then generally a playlist selected for me by Spotify. This could be anything from 70's English Prog Rock (goes with the bikes) to current Australian bands. Or, I just enjoy the quietness of my backyard.



For Sale

1. Bound volume of 'Cycling' magazine editions from 1898 - \$50
 2. BSA catalogue c.1930 - \$15
- Phone Iain Kenny **0406 949211** or email: iaindkenny@gmail.com

Wanted

1. Steel handlebars, shallow drop, Lauterwasser or similar. One inch diameter. Rusty no problem.
 2. Adjustable bars - Kelly or similar. Any condition considered.
 3. Brooks light roadster saddle to suit 20's cycle. Rideable condition.
 4. Leather saddlebag. Good condition.
 5. Chainset; Williams 48 tooth, 7 inch cranks. Good condition, but plating doesn't have to be perfect.
 6. Brampton bottom bracket locknut, early type with 4 holes for pin wrench. Good condition holewise but plating doesn't have to be perfect.
 7. Brampton frame rear wheel snail adjuster stop. It is affixed to frame with square headed fastener. Similar to BSA
 8. Brampton screw in oil cup with hinged cap
 9. Brampton rat trap pedals - early
 10. Old tyre pump in good working condition
 11. Glass rear reflector, 2 inch diameter. Anything considered.
- Phone Iain Kenny **0406 949211** or email: iaindkenny@gmail.com

Club Calendar

Scheduled meetings will be online until further notice.

Mon 18th May 19:30

Monthly Meeting

Online Zoom Meeting ID 850 7103 4154
check your email for the clickable link and meeting password close to the date.

Mon 15th Jun 19:30

Monthly Meeting

Online Zoom Meeting ID 849 3625 4357
check your email for the clickable link and meeting password close to the date.

Mon 20th Jul 19:30

Annual General Meeting

Online Zoom Meeting ID 862 0750 8770
check your email for the clickable link and meeting password close to the date.

AGM & Renewals

Attached is the AGM notice and renewal form.
Membership renewals are due on June 1st. Club membership is still only \$25!

At this point it looks as though our AGM will be held online so paying membership fees in cash at the AGM won't be an option. If you're paying by bank transfer please use your surname as the reference.

Every member of the club is encouraged to consider standing for a position on committee. If you plan to nominate someone else please be sure to get their permission. You may nominate yourself.

The new club rules allow for meetings to be held via technology and for proxy votes. Nominations for committee positions will be circulated with the July/August newsletter to give members the opportunity to appoint a proxy should they be unable to attend the AGM.



Western Australian Historical Cycle Club Inc. PO Box 224,
Applecross, WA, 6153 email info.wahcc@gmail.com Chairperson: Robert Frith
Vice Chair: William Riseborough Treasurer: Frank West
Secretary: Robert Hunt Committee Member: Viv Cull

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.

Trove: Lists & Tags

A number of club members use the National Library of Australia's Trove service to research topics of specific interest to them.

Many of us create lists, places to save articles and photos that relate to our areas of interest. Lists have their limitations though; they're intended for individual users to aggregate material that interests them, they are often private and, even when public, are not necessarily an obvious place to search.

Trove lists don't offer a method for multiple researchers working on the same or similar topics to collaborate.

Trove tags on the other hand are super effective at aggregating content discoveries made by many users working on a single topic.

Tags are keywords you can add to any items available through Trove.

A tag can be anything you want it to be, describing a topic, a place, an event, a person, a feeling, or your personal research progress.

You can click on any tag to view all items associated with it, be they newspaper articles, photos, recordings or books.

Tags may also be searched for, using the search operator publictag: eg, publictag:lighthouse

Public tags can help you and other users find items of interest and collect like items together.

When you find an interesting article in Trove consider tagging it with a subject, or even better the club acronym **WAHCC** followed by the subject, for instance **WAHCCSwansea**, **WAHCCAdvert**, **WAHCCFlash** or **WAHCCBuzzalong**. Searching Trove tags for just 'WAHCC' will bring up all club tags.

To add a tag:

1. Go to an item's page.
2. Click on 'Tags' in the user activity box to the right of the item's title
3. Click on the 'Add a tag button'
4. Click on the button next to Public or Private. (You must be logged in to add a private tag.)
5. Type your keyword into the text box. To include a comma in your tag, surround the tag with double quotes.
6. Click 'Add a tag'.

<https://trove.nla.gov.au/tag>

Robert Frith

May Auction

As with everything at this time the current club auction is being conducted online. It concludes at 9:30pm on May 30th.

<https://www.biddingowl.com/Auction/index.cfm?auctionID=21151>

If you require assistance in placing a bid please email info.wahcc@gmail.com or call 0411555607.

Items for sale include;

- Early Perth built Malvern Star with Cyclo derailleur and Major Taylor stem. Large frame!
- Flash badged Bates frame c. 1958
- Rainbow racer c. 1958
- Vintage wind trainer
- Ladies Westport Swansea frame and forks