



Not The Spoken Word

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

Bicycle Restoration the Burra Way

Step One - Do Nothing!

Bicycle collectors - we're great doers. Part of what attracts us to bikes is the chance to fix and mend. The shed is our natural habitat, a comfortable nest of tools, tyres and tubes of various kinds. Curios of questionable taste rub shoulders with a frightening array of unguents, lineaments, acids, oils and waxes. When we're not in the shed we gather in person or online to share our discoveries - from favoured rust removal solutions to the intricacies of cotter pin sizing.

Like the arrival of a baby the acquisition of a new old bike or frame is cause for celebration. But where the new child is swaddled, held, fed and fussed over our new bikes are dismantled, drenched in petrochemicals, subjected to the wire brush, scrubbed with vinegar, soaked in molasses, bead blasted, re-chromed and powder coated. And that's just the start.

After a few years of frenetic vandalism the collector finally draws breath and asks "to what end?" It's a great question and one that has been asked by students of history with increasing frequency over the past couple of centuries.

With just over 10 years in the club I'm pretty new to old bikes. While I've had the benefit of learning from club members and friends working in the museum and art collection world, it was a chance encounter with a South Australian bike enthusiast that got me interested in the Burra Charter, and its application to bike conservation and restoration.

Burra, population 900, is a South Australian town a couple of hours drive north of Adelaide. Copper deposits, for a short period in the 19th century, made it Australia's biggest metals mine. A century later, in 1979, the heritage buildings inspired by the mine economy drew a group of architectural historians and heritage practitioners together for a conference that resulted in the Burra Charter, internationally the most significant set of guiding principles in heritage conservation of the modern age.

The Burra's antecedents are the 1964 Venice Charter and the 1933 Athens Charter. The Burra is a set of principles and procedures associated with the conservation of Australian heritage places. So far, so architectural, so where do bikes fit in? I'll answer that question with another question; why did we need a new heritage charter in the first place?

The Venice and Athens Charters were focussed on centuries old public monuments, palaces and parterre gardens. They had limited relevance to Australian heritage enthusiasts who were keen to preserve and celebrate modest, utilitarian buildings with much shorter histories.

A key feature of the Burra Charter is the acknowledgment and accommodation of the continued use of heritage buildings. This, to

me, is what makes it so useful to collectors of old bikes.

Part of the joy of ownership of an old bike is in the riding of it. Bikes are made to be ridden; riding them is an expression of their purpose. Riding an old bike is an experience that engages our senses and feelings. It affords us a real opportunity to sense the past in a way that's not available in museums which, after all, are mostly about looking and reading. I hope you will join me in saying the phrase 'wall hanger' has no place in our world. Anyway, back to the Burra Charter, which has at its heart the idea that mucking about with old stuff makes us better people.

"Heritage objects are worth keeping because they enrich our lives – by helping us understand the past, contributing to the richness of the present environment and because they will be of value to future generations."

Another (edited) quote from the charter; I've substituted the word 'place' with 'bike'.



"The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place bike and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained."

My first step with a new old bike is to do nothing. Well nothing that involves tools and solvents. I make sure the bike is out of the weather of course. And then get the camera and notebook out.

The bike is documented as found. A couple of overall shots in good light against a plain background, followed by closer shots of drivetrain, braking components and the saddle. The emphasis is documenting the condition of the bike and should include photos of things like the frame number, paint detailing and any unique design features.

Establishing and recording the provenance of the bike is next. Provenance is the chronology of the ownership, custody, location and use of a historical object. Tracing provenance provides evidence for original production and subsequent use. A bike can be a lens that focusses attention on specific aspects of history and culture. The more we know about a bike's past, the more valuable it is to us.

It isn't always easy to establish provenance, in fact sometimes it's impossible. But establishing some history of your new acquisition will really help you make decisions about your next steps. That history could include photographs, recollections of previous owners, newspaper clippings, and of course whatever can be gleaned from the machine itself.

The Burra Charter Process puts collection and analysis of information ahead of making decisions and getting on the tools. Look out for Step Two in the next issue.

Robert Frith

Reynolds Recumbents

Port Hedland. Bob Reynolds reckons that's the furthest anyone rode one of his Flash 'Easyrider' recumbent bikes. Recumbents place the rider in a laid back position with the pedals forward of the rider's hips. Riders choose the design for ergonomic reasons: the rider's weight is distributed over a larger area than an upright bicycle. Most recumbents also have an aerodynamic advantage too; the reclined, legs-forward position of the rider's body presents a smaller frontal profile. In fact the world speed record for a bicycle is held by a recumbent rider. While the basic design has been around since the late 19th century the comparative rarity of recumbents lends them an air of innovation.

Once long term Flash frame builder Bill Shackleton taught Bob how to braze bicycle tubing he set to work prototyping his idea. The first design, a prone bike, was abandoned due to poor rider visibility.

Conventional 'diamond frame' bikes are strong and light, but they place the rider high up and a fall such as the one 16 year old Ron Witt had in his teens can result in serious injury. Ron dreamt of owning a long wheelbase bike with a low centre of gravity for years after his accident and had even mocked up his own design out of timber. Driving through Midland one day he was excited to see a display of five recumbents outside the Flash shop. Ron commissioned a recumbent with the intention of touring.

In 1985 he set off on his first long ride - Port Hedland and return. Loaded touring can be slow at the best of times but strong headwinds on the road north saw Ron's speed rarely go above 11kmh. On a 500km side trip to Shay Gap, where tailwinds boosted him to 40kmh on gravel roads, the Flash's long wheelbase handling was surefooted and relaxed.

Ultimately Bob Reynolds sold a dozen Flash 'Easyriders' from the early 1980's to the early 1990's. Ron Witt still rides a recumbent. He was part of the team for the locally designed Cruzbike Sigma for which he holds two patents.



Photos: above, motorcycle tourist Koichi Mitsu with Ron Witt's recumbent near Meekathara; below right, Viv Cull in the 'office'.

Oral History Programme

The last few months of 2020 saw three club members, Rob Loughman, Frank West and Rob Frith, complete Goolarri Media's two day course "Record and Document Community History" and pass the assessment.

They are all now accredited oral historians under a national scheme run by the Department of Education, Skills and Employment on behalf of State and Territory Governments, and have sketched out an ambitious programme of recordings for 2021.

A further five club members will do the training in May and November this year. The club committee has decided to support them with a 50% contribution. In addition Goolarri Media have extended 20% bulk discount to the club.

Stuck in the Shed with Viv Cull

What are you currently working on?

I've re-started working on my mystery bike which came to me from Alan Hind as an undercoated frame. I built it up and actually rode it but couldn't finish it properly without knowing its identity. 12 months ago I found a UK owner of a similar frame who also didn't know the identity but about 6 weeks ago he reported it to be a Wearwell. A real Wolverhampton wanderer! Also a 1939 Fiat Topolino but the term 'working on' may be pushing the truth.

How many rideable bikes do you have?

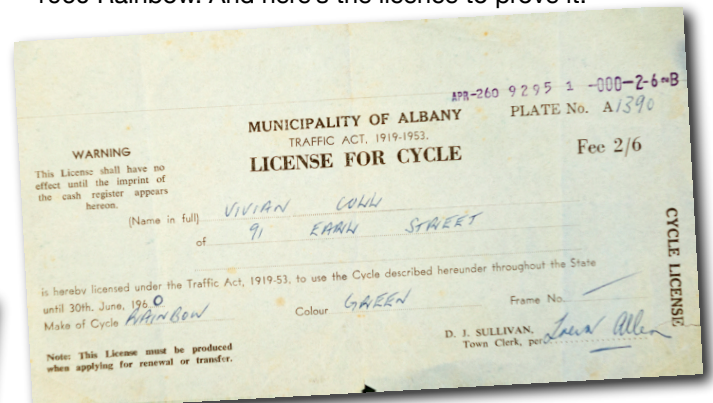
Four; c. 60's PMG postie bike
1976 Raleigh Sport
1987 Peugeot Avoriaz
2008 Bianchi 928 C2C

If push comes to shove what is your favourite bike?

The four I have all have their place, but the Bianchi and I have covered many thousands of enjoyable k's together so I guess (heresy!) it might that.

What was your first bike?

1960 Rainbow. And here's the licence to prove it.



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

Hmm....probably something like a Herse or Singer. Mudguards and racks possibly but everything is beautifully made light alloy. Oh, I'd like it to have VEW hubs and brakes.

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

My swap-meet Telefunken radio is a bugger to tune so I leave it on Classic FM. The most common sound is the rustle of pages as I read through my huge collection of Autocar magazines bequeathed to me by my father in law.



PROMINENT W.A. CYCLE TRADERS

USE A DUNLOP TYRE For PLEASURE, SERVICE and MORE MILES

THE DART CYCLE WORKS

857 HAY-STREET

For Speed and a Solid Job a DART Heads the List Built to Your Order. We Specialise in Ladies' Cycles CYCLES FROM £6/15/

SPECIAL REDUCTION ON ALL CHILDREN'S CYCLES FREE INSURANCE POLICY ON ALL DARTS

DART CYCLES

The Dart Cycle Works, of 857 Hay-street, Perth, specialise on cycles noted for speed and easy running. Hence the name "Dart". Mr. Len Hindes, known for many years in the trade,

does all the designing and the supervising of the building. Ladies' machines are made to order and all points are studied for their comfort. These cycles carry a free insurance policy against accident and loss.

SWANSEA CYCLES

FOREMOST IN THE PORT

1000 Satisfied Users

Built to your order. For Men, Women and Boys.

Children's Cycles Stocked

FREE INSURANCE AGAINST ACCIDENT OR LOSS

9 WILLIAM STREET — FM1250



SWANSEA CYCLES

The Swansea Cycle Company of No. 9 William-street, Fremantle, has to its credit some of Western Australia's greatest races. A. Nicholson won the Douglas Jones. V. Nicholson won the

Jacoby, and Harold Willis won the Fleetwing. All these riders were on Swansea cycles, a great achievement and a wonderful recommendation to the builders. Swanses carry free insurance.

MIDLAND DISTRICT

AN IVY CYCLE IS THE CYCLE THAT PLEASURES

BUILT TO YOUR ORDER — FROM £6/10/ UPWARDS

Joe Middleton, Prop., 209 York-rd., Midland Junction

IVY CYCLES

The proprietor of the Ivy Cycle Works—Mr. Joe Middleton, of Midland Junction—offers to his public a great experience in the cycling trade. For repair work and services Middleton's is

a bye-word among the cycling public of the Midland area. His sturdy cycle. The Ivy, built for ease of operation as well as strength, is an outstanding one in many ways. All his new models are covered by free insurance.

LADIES — RIDE AN AUSSIE CYCLE

FOR SPEED, COMFORT AND EASY RUNNING. BUILT TO YOUR PERSONAL REQUIREMENTS FROM 17/10/.

We teach you to ride Free — Terms arranged.

Aussie Cycles, 269 William-st. J. T. McDonald, Prop.

THE AUSSIE

Aussie Cycles have stood the test of years and have always been an extremely popular machine. Strength,

lightness, mechanical ease and reliability have been built into them by long years of experience and the owner of an Aussie never has cause to complain of the behavior of his mount.

THE SCOUT CYCLE WORKS

69 8th-AVE., MAYLANDS — 783 BEAUFORT-ST.

RIDE A SCOUT FOR COMFORT BUILT TO YOUR ORDER

MEN'S FROM £6/10/, LADIES' FROM £6/10/, CHILDREN'S £5/10/

The Scout is Ideal for the Social Rider. Cash or Terms.

RING B1889 FOR SERVICE. C. J. CROCKFORD, Prop.

SCOUT CYCLES

Twenty years' cycle building is the experience of C. J. Crockford of 69 8th Avenue, Maylands, and 783 Beaufort-street, Mount Lawley, the builder of the

famous Scout Cycle. Designed for comfort and social riding the Scout has gained a name among those who cycle for pleasure, as second to none in this State. Free insurance facilities are offered against accident or loss.

GOODCHILDS CYCLE WORKS

PERTH ROAD, BASSENDEAN

Racing Models, Ladies', Men's, Children's, Built to Your Order from £6/5/ upwards. Free Insurance for 12 months against accident or loss.

HIDE THE CYCLE OF YOUR DISTRICT FOR SATISFACTION.

GOODCHILD CYCLES

Bassendean is well catered for in

the cycling world by Mr. L. Goodchild, and his Goodchild Cycles. This cycle has been conspicuous in road races and his social cycle carries many of the features of the racing machine which make for comfort and easy running. Goodchild cycles are built for ladies and children in any model.

CONGRESS CYCLES

Congress Cycles are sold on terms at £1 deposit and 5/ a week. A Congress saves train and tram fares to say nothing of time. With every Congress cycle sold a free insurance policy against accident and loss is given.

HIKE TO—

WEST CYCLES LTD. (In Liquidation)

511 Hay-street, PERTH

West Australian Distributors of A.J.S. and Velocette

Manufacturers of "West" Bicycles & Trotting Spiders

Direct Importers of all High Grade Cycle Fittings. Stock of Chrome Molybdenum and High Manganese Tubing

Wholesale & Retail. Write for Catalogues

WEST CYCLES

For years "West" cycles have proved themselves for racing and social cycling. Their sturdy workmanship makes them dependable; only the best quality fittings go into them. There will be many "West" cycles at Sunday's so-

cial outing and Cr. Veryard of "West" cycles will be one of those leading the cyclists. West Cycles of 511 Hay-street, also specialise in trotting spiders and are agents for the well known A.J.S. and Velocette motor cycles. Catalogues will be supplied on request.

SWAN CYCLES

A CAPITAL CYCLE IS THE CYCLE FOR THE SOCIAL RIDER SUPPLIED ONLY BY THE SWAN CYCLES

147 JAMES-STREET, GUILDFORD

CASH OR TERMS — CYCLES FOR HIRE — ML269

CAPITAL CYCLES

L. G. McKay of the Swan Cycle Works of James-street, Guildford, builds a cycle true to name, The Capital. All riders proclaim it "capital". Made to your order in seven days all the latest designs are embodied in these machines. This cycle carries a free insurance against accident and loss. There is always a cycle for hire at the Swan and at the present time five are available. If you require a hire cycle get into immediate touch with Swan.

DUNLOP TYRES

Dunlop tyres have long had the leading reputation among cyclists in Western Australia, both in the racing world and the utility circles. Well seasoned, well built covers make for enjoyable cycling and there is little doubt that the rider whose machine is Dunlop shod has little anxiety.

THEY'RE ALL MAD ABOUT "WINNIE!"

A TITLED woman, a baronet, ex-naval officers and bank clerks are among the hundred people who are anxious to accompany Mr. G. H. Robbins, of Brixham, and his son, Mr. W. Robbins, on a two years' adventure cruise round the world. The cruise includes a shark fishing expedition in Mr. Robbins' 32-ton ketch, Girl Winnie.

Mr. Robbins said: "A titled lady wishes to accompany us at any rate part of the way, but I don't know whether that will be possible." Lieut-Commander Luxmore, son of Mr. C. F. C. Luxmore, the explorer, has joined the expedition as a navigator.

EAGLES WIN AIR BATTLES WITH PLANE

WOMAN PILOT'S TERRIFYING TRIP

A WOMAN pilot narrowly escaped crashing on a mountain range near Colorado City (U.S.A.) after losing a fierce mid-air battle with two giant savage eagles.

Mrs. Griffith Lloyd and Mr. Stuart Wandell, an expert mountain pilot, were flying over a 15,000 foot peak of the Rocky Mountains when they saw below them two eagles attacking a flock of mountain sheep.

Mrs. Lloyd, at the controls, nosed down, roaring over the birds to frighten them from their prey.

Believing the man-made bird intended to rob them of their meal, the two eagles charged.

They narrowly escaped hurtling into the propeller, and one brushed low over the cockpit, striking Mrs. Lloyd.

LOST CONTROL

Mrs. Lloyd momentarily lost control and her machine nosed-dived several hundred feet.

Finally, convinced that the angry eagles would wreck her plane unless the battle ended, Mrs. Lloyd turned the machine and fled, leaving the screaming birds circling above.

"We had no parachute" she said on landing, "and if the eagles had crashed the propeller we would have had a terrible time trying to land in the rocky country."

All Ready: Moneywords 2d., Newswords 3d., Crosswords. All sweeps. WHITTY'S, 148 BARRACK-ST.

FINISH HIKE— ON TO THE BIKES

Ladies and Gentlemen, Get Ready for Next Week's Social Cycle outing.

CONGRESS CYCLES Offer terms from £1 deposit, 5/ weekly. Free insurance and information BARRACK-ST. PERTH



Club Calendar

Mon 15th Mar 19:30 General Meeting
In-person at 6 Hickey St (strict limit of 17 people)

Online Zoom Meeting ID: 865 7362 8699
(Check your email for the clickable link and meeting password closer to the date).

Sat 20 March 08:00 Bike Market
Barlee Street carpark, 590 Beaufort Street, Mount Lawley.
8am for sellers to set up and 9am-12noon for buyers.

Sun 11th April 10:00 to 15:00

Classic Car Spectacular - Waterford
Trinity Playing Fields, cnr Manning and Elderfield Roads, Manning
This is Curtin Radio's big annual fundraiser and while it's mostly about old cars we'll be in the heart of things along with Bicycles for Humanity.

Mon 19th Apr 19:30 General Meeting
In-person at 6 Hickey St (strict limit of 17 people)

Online Zoom Meeting ID: 838 7336 2616
(Check your email for the clickable link and meeting password closer to the date).

Sun 2nd May 10:00 Toodyay Display
We're back in Toodyay for the Moondyne Festival. The display location is in front of the old fire station on Stirling St.

Mon 17th May 19:30

General Meeting
In-person at 6 Hickey St
(strict limit of 17 people)

Online Zoom Meeting ID:
833 8106 9046
(Check your email for the clickable link and meeting password close to the date).

Mon 21st June 19:30

General Meeting
In-person at 6 Hickey St (strict limit of 17 people)

Online Zoom Meeting ID: 876 3299 3336
(Check your email for the clickable link and meeting password closer to the date).

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.

Wanted

1. Westwood Rims Wanted. A pair (32, 40 hole) to fit 28 x 1 1/2 tyres.
2. Eadie Coaster hub Wanted. Early narrow arm type.
Iain Kenny - 0406 949 211 iaindakenny@gmail.com

Cycling Pins or badges
Bidon holder, circa 1960's - Coloral or similar
Glass lens to suit early Eveready Bicycle torch.
Colin Proctor - 0418 378 400 cproctor@inet.net.au

For Sale

Apollo Competitor Road Bike size XS
CRO-MO 4130 frame, Shimano 12 Speed RSX Gears
\$250

Retro Track Pump with built in gauge
Well made European model
\$50
Colin Proctor - 0418 378 400 cproctor@inet.net.au

Dursley Pedersen - For Sale

Mikael Pedersen was a Danish inventor of the 19th century who lived in Dursley in northern England. In the 1890s when the safety bicycle and pneumatic tyres were being developed he invented his own unique frame which he considered superior to other frames of the day.

He based his design on the triangulated iron bridge designs of the period to suspend the sprung and flexible saddle between two triangles. They were more expensive than the normal triangle frame and for this reason not so popular but around 30,000 were sold from the 1890s to 1920s. They are much sought after today.

The clever part of the design is the saddle which is suspended between the front steered head and a triangle of tubes and rods above the rear wheel. This allows the saddle to twist from side to side so not scuffing the riders legs and cheeks. It also gives more shock absorbing than a normal saddle. It is very comfortable to ride, although it takes getting used to as the riding position puts the riders torso almost straight and vertical.

My Dursley Pedersen is a replica built by Martin Arnold of Spearwood WA who also made the Logo recumbent trikes.

It has all the features of the original in design and riding position but uses modern components.

The frame is made of light steel tubing but everything else is lightweight aluminium.

Unlike the original which had a Pedersen 3 speed hub, this replica uses the Sram gear system of three speed hub fitted with a 9 speed derailleur. This allows efficient use and easy changing of all 27 speeds. Unfortunately Sram have stopped making this design probably because it was expensive.

The wheels are 26 inch alloy rims with stylish white walled tyres. The handlebars are aluminium, but of classic semi drop design. The brakes are efficient centre pull cantilever. The saddle is a attractive light coloured leather and adjustable for many leg lengths.

I have had this bike from new and hardly used it, as it is a little small for me. so it is as good as new.

I want to sell it and hope it stays in WA to ride with the WAHCC.

Alan Naber 0415 873 862 or oldcyclist@inet.net.au

