



# Not The Spoken Word

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

## Fred Tedge

Standing at 5'5", Fred Tedge was "the little local legend" of Midland.

Born in Gwalia north of Kalgoorlie in 1922, Fred was a Goldfields cyclist of note with numerous 1st place trophies to his name.

Not merely a country rider making up the numbers, his 2nd place with time honours in the 1950 Menzies to Kalgoorlie - a race that drew thousands of spectators - made him a rider to watch in any field. In the 50 mile Eastern Goldfields Fallen Cyclists' Memorial Race of 1954, he mixed it to the end with the visiting professional cyclists from Perth finishing 3rd.

Having spent most of his working life in the mines, Fred moved to Perth with wife Joy and children Brian, Rod and Pam in 1958. They settled in Ashfield and he found work at the Midland Railway Workshops.

In the early 1960's, Fred started working for Eddie Barron managing the Midland Flash Sports Depot along with Bob Dreger. With his background in cycle racing, passion for sport and fitness combined with his quick wit, Fred was a recognisable and popular figure and became synonymous with Flash, working there until retirement in the early 1980's.

A respected elder in cycling circles, he would quietly share his wisdom with riders, guiding them on how to prepare and ride races to win. His shed in Ashfield would reek of liniment from the who's who of riders that would drop in to have their legs rubbed down after a ride.

Fred rode his 1967 metallic blue Flash into his 70's. Even in his 80's, every night he would go into his shed to do some miles on his trainer while listening to his favourite radio station.

Frank West

Photo; Fred (right) with his children Rod and Pamela



superior in having two brakes instead of the common single Coaster brake. My Kabuki generally gains a few comments for being 'pretty' but this year I had an interesting conversation with one of the Morris dancers. She had studied the Kabuki theatre as part of her drama course at university, I had encountered it when examining Japanese art at UWA. (Kabuki was a popular form of theatre in Japan's Edo period before 1868.)

The only other old bicycle I spotted was at the Police History Society stand, where they had a circa 1905 police bicycle, also drawing some interest. The main street is given over to displays, and food and coffee stalls, with music from the Navy band and other groups. The Memorial Hall houses an antiques and collectables fair and there is plenty of other entertainment to amuse visitors, including the capture, trials and escapes of bushranger Moondyne Joe.

The whole point of this brief article is to encourage you, fellow members, to turn up next year. It would be great to have, for example, some 1920s and 30s machines on display, and an ex-Beverly to Perth machine would dramatically broaden our appeal. Whether we will see any new members or machines or not I don't know, but it's not far from Perth, it's a fun day out and a great way for members to meet the public and each other.

Will Riseborough  
Photo by Robert Hunt

## Moondyne Festival

Held this year on the 2nd. May, WAHCC had our usual stand on Stirling Terrace. Club stalwarts Mal and Myrene Bell had their collection of 19th century 'Pennys' and an early tricycle that attracted much interest, particularly the steering system. Mal spent a fair part of the day talking to the many interested visitors. Club Secretary Robert was also there early to erect some of our banners showing other areas of the club's activities. I, of course, despite Clare's efforts, arrived late, just in time for the official opening of the show. The '59 Ideor's rod brake system attracted some interest, mainly from people who recalled feeling their bikes were somewhat



# Stuck in the Shed with Malcolm Buckland

## What are you currently working on?

At the present moment I am learning about electric bikes, so I purchased one with problems and am learning all about lithium ion batteries etc.

## How many rideable bikes do you have?

I am now down to about 15 of them. And I do not have any project bikes.

## What was your first bike?

I can't remember what it was called as I was probably only about 7 when I learnt to ride, however my first **real** bike was a second hand fixed wheel Claud Butler when I was about 14 years old. The front Weinmann center pull brake worked like nothing else. I could lift the rear wheel off in a controlled brake when needed. I lived in central London and rode to high school on it. I remember the ride well, I always had to look out for a children's crossing guy who would simply not look for bikes and walk out with his lollipop stick whenever there were no cars. I am afraid that I ran into him, or more correctly his stick, more than once, spinning him round like a top.

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

In my dreams I ride a Lotus 110, this is because in my dreams I am still a young man.

## If push comes to shove what is your favourite bike?

My favourite bike is probably my Moulton AM Jubilee, with the



Moulton Stowaway a close second because it is a great riding position for lazy rides.

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

Workspace sounds, well that is difficult because I do not listen to the radio in the workshop, so I would have to say the sounds are usually that of an electric drill or that of a fine tuned engine.

# Major Taylor Stems

At least two of our number have been on the hunt for adjustable stems suitable for use on turn of the century machines. Iain Kenny found this useful Accles and Pollock catalogue item, and advice from Warren Meade, first published on bicyceles.net.au;

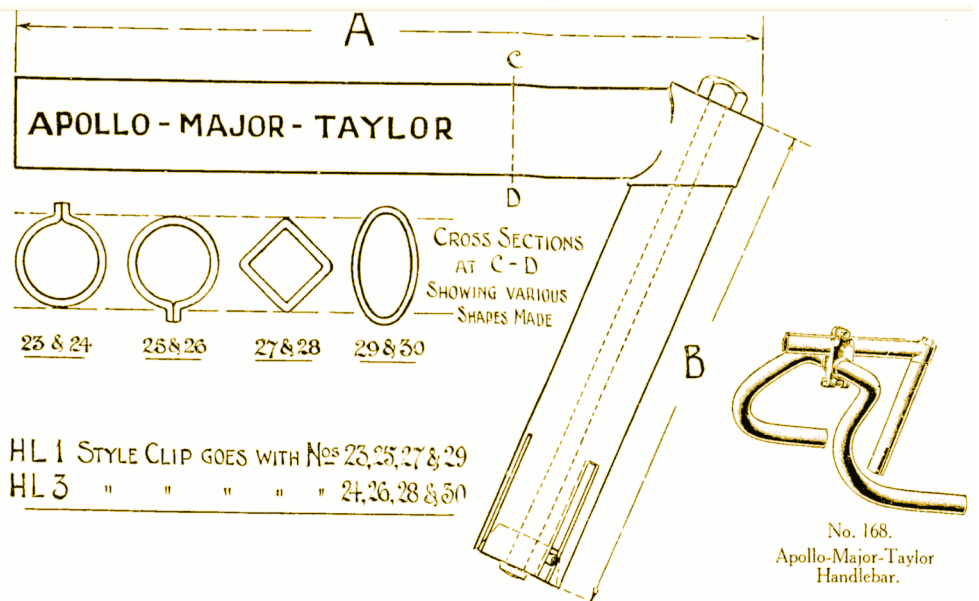
"In all the photos of Marshall "Major" Taylor that I have seen that show the head stem front on, the stem profile is round or oval. Oval was good, whereas a round stem needs a keyway to stop the bars from twisting under load. As far as I know, the term 'Major Taylor Stem' originally referred to the adjustability of the length of the stem rather than the profile of the extension.

When Major Taylor visited Australia in 1903 he revolutionised the accepted racing position, which up until then had been a shorter reach. Photos of his races from that time show him as the odd man out, with a flatter back compared to his rivals.

I don't know when the 'Diamond Adjustable' stems first appeared, but I have always assumed that it was somewhat later, maybe around 1910?. 'Major Taylor' then became the generic term. It is another of those terms that has grown dramatically in the last few years, (possibly due to ebay?), where a 'Major Taylor' stem attracts a lot more attention than a 'Diamond Adjustable' stem.

The round and oval stems are much rarer, and older, than the diamond stems. I usually assume that a round or oval stem is pre WW1. They would have been around after that, but I think most were diamond between the wars.

The 1930's Malvern Star models that came with adjustable stems as standard all came with diamond section extensions."



The above illustrates the Apollo-Major-Taylor Handlebars, as made and protected by Accles & Pollock, Limited, of Oldbury, Birmingham. The round extension tube with a key may be considered as quite out of date. The oval section extension is asked for by so few people that its manufacture is not being continued. The square section extension is positively "the thing." It serves every requirement, obviates all the nuisance of breakages and of looseness, so very annoying with the round section having a key or feather, and the clip grips each of the four sides and the four corners. Sales have increased immensely. A loose lamp bracket is supplied to fit on the front end, if required, and the choice of "Mark IV." quality, "Popular" quality, or "Best" quality plating is offered.

# Lotus 108 and 110

Designed by Rudy Thomann and Richard Hill, the Lotus 110 became, in its three-year competitive life, a legendary bike.

By anyone's standards 1992 was not a vintage year for sports car maker Lotus. It saw the termination of two thirds of their product range, while the once revered Team Lotus struggled with funding and inconsistent performance. Then, just to make sure things weren't volatile enough, in July of that year Lotus found itself at the Barcelona Olympics with a largely unproven bike design, in pursuit of a gold medal that had eluded the best efforts of British cycling for 72 years. Never before had the Chapman's family motto, *Crescit Sub Pondere Virtus* (In Adversity We Thrive) been more appropriate.

Lotus' participation at the 1992 Barcelona Olympics and subsequent development of a road bike, had familiar overtones including an innovative designer and, the exploitation of a technical loophole and its subsequent ban. The catalyst was the 1991 relaxation of the Union Cycliste Internationale (UCI) embargo on one-piece monocoque frames. The ban had effectively frozen development of Norfolk inventor Mike Burrows earlier ground breaking "Windcheetah" bike. The leap from Rackheath workshop to Velodrom d'Horta was achieved by coincidence; Lotus test driver and avid cyclist Rudy Thomann became aware of Burrows' design through a chance meeting and, aware of the relaxing of UCI ban, brought it to the attention of Lotus aerodynamicist Richard Hill.

Within months Lotus had acquired rights to the Windcheetah and assembled a team under Thomann's leadership to develop it. This was Richard Hill, advanced composites engineer Neil Parsons and structural engineer Mike Tate. Crucial to the success of the project was the support of Lotus project engineering director Roger Becker who, emphasising the importance of the bike to morale of a dispirited workforce, was instrumental in selling the project to the board.

Harnessing Lotus' project management skills, the 108 was quickly developed in partnership with British Cycling Federation (BCF) and its Individual Pursuit rider Chris Boardman. Over the next six months exhaustive tests at the MIRA wind tunnel perfected frame shape and rider position. The efforts of the team were rewarded in July when Boardman broke the world record during the quarter-final of the 4000m individual pursuit. (In the final he went better and became the first person to catch and pass the other rider, World Champion Jens Lehmann, en route to winning Britain's first Olympic cycling Gold medal since 1920.)

For Lotus the exposure was a lifeline and to capitalise on it, twelve 108's were commissioned and sold to the public as the "Lotus Sport Bike". However, being track bikes they lacked practical necessities such as brakes, gears and rider comfort. They were also hideously expensive. To harness the interest in the 108 Lotus developed a road version. A schism between Burrows and Lotus developed and eventually led to him leaving the project. With Burrow's departure Richard Hill began design studies in January 1993 on, what was to become, the 110.

Construction of the frame was contracted to DPS Composites and by July the Lotus 110 was ready for its competitive debut at the 1993 Tour de France with the ONCE team. Its rider, Erik Breukink, was recovering from a damaged knee after a collision with a car in testing and ultimately pulled out of the race.

It wasn't to be until the following year that the 110's potential was to be demonstrated with dramatic effect. Once again ridden by Boardman, 110 set the fastest time trial in Tour de France history averaging 55.2kmh commencing a summer which concluded with a unique double success (track and time trial) in Palermo. As a result of these stunning achievements consumer interest in the bike was growing, particularly in the vital US market. With customers balking at the cost the agent, Craig Turner of Nytro, secured a contract with Aerodyne of Cape Town to take over manufacture of the frames. Following the highs of the previous year, 1995 was to be somewhat of an anti-climax for Boardman and the Lotus 110. A crash during the torrential prologue of the Tour de France curtailed his season. But it wouldn't dent the bike's achievements. In The US Colby Pearce took his modified 110 to a US Hour Record of 50.191 km.



With the 110 demonstrating its success, grumblings were heard by the UCI about the rapid development of aero frames and unequal footing they were creating.

In 1996 the UCI signed on to the Lugano Charter which turned the clock back on development by banning monocoques in competition. Bike frames reverted to the traditional diamond shape and the "Aero Decade" which had permitted the creation of the 108 and 110, was effectively over.

Lotus turned their attention back to car production and the GAN Pro Cycling team returned their bikes. They were sold to employees during a coffee-break by Lotus Chairman Romano Artioli, reputedly for £100 each.

The 110, like so many significant bikes, may have been consigned to a footnote in history had it not been for the efforts of former DPS Production Manager, and keen cyclist, Tony Wybott. His interest stemmed from DPS's involvement with the project and curiosity over what happened to the frames produced. He created the Lotus 110 Club which through social media soon brought fellow owners together. Working in conjunction with long-term Lotus enthusiast and fellow Lotus 110 owner, Tom Edwards, the Lotus 110 Club was able to organise the largest gathering of 110's at the 2017 Lotus Festival at Brands Hatch. This meeting was especially poignant as it was both the 25th anniversary of the 108's Olympic success and anniversary of the 110's hour record. To mark the occasion the aerodynamicist behind both bikes, Richard Hill, was also in attendance. Through Tony and Tom's efforts on Facebook and Twitter they hope to expand the club further and expose one of Lotus's least known, but most successful, designs.

*Paul Greasley - Author of "The Story of a Bike" - the definitive account of Lotus's brief involvement in the world of performance cycling.*

# Club Calendar

## Sun 18<sup>th</sup> Jul 10:00 Tour de Ruste

Members only event - see invite included with this newsletter.

## July 19<sup>th</sup> Annual General Meeting

Thank you to all those who have renewed their membership or joined the club in the past couple of months.

The July 19<sup>th</sup> meeting is our AGM. Every financial member is eligible to stand for election to the committee and also to vote.

Please consider standing for a position, or supporting another member to stand. A nomination form is attached. You may nominate yourself. If you are nominating someone else please check with them first. Nominations close prior to the meeting.

2021 will be the second year that club rules allow voting by proxy or electronic means.

6 Hickey St 19:30

**Online Zoom Meeting ID: 843 9299 2912**

(Check your email for the clickable link and meeting password closer to the date).

## Mon 16<sup>th</sup> Aug 19:30 Meeting

6 Hickey St 19:30

**Online Zoom Meeting ID: 835 5253 8343**

(Check your email for the clickable link and meeting password closer to the date).

## Sat/Sun 18/19<sup>th</sup> Sep 10:00-17:00

### History of the Beverley to Perth Road Race

Dome Café Community Hall and lawns.  
219-221 Railway Pde, Maylands

## Mon 20<sup>th</sup> Sep 19:30 Meeting

6 Hickey St 19:30

**Online Zoom Meeting ID: 895 2717 7937**

(Check your email for the clickable link and meeting password closer to the date).

## Sun 26<sup>th</sup> Sep 10:00 Ride

### Whiteman Park - Ride it Rusty

Meet near Revolutions Transport Museum

## Mon 18<sup>th</sup> Oct 19:30 Meeting

6 Hickey St 19:30

**Online Zoom Meeting ID: 895 2717 7937**

(Check your email for the clickable link and meeting password closer to the date).

## Wed 10<sup>th</sup> Nov 9:00 Have A Go Day

The Seniors Recreation Council of WA hosts this wonderful event every year at Burswood - look out for details in in future newsletters and on the club website.

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.

## Hickey St Clubroom

### The End of an Era

The WAHCC has been meeting at the Hickey Street clubrooms since March the 6th 1999.

Five of the 14 people present at that meeting are still active members.

The City of Melville have written to all the clubs using the rooms to let us know they are terminating leases by the end of 2021. They plan to use the rooms for "broader community and Arts and Culture workshops after 2021", a use that they regard as incompatible with meeting rooms.

Apparently every cloud has a silver lining though, and this change in circumstances may allow us to find a larger venue (even before Covid restrictions we had quite a few standing room only meetings), and maybe (that's a big maybe) somewhere with conferencing facilities that would allow us to continue to involve members who are unable to get to meetings in person.

So the search for a new venue is on. If you know somewhere that might be suitable please use the form to put it forward to the Room Search Sub Committee.

The more detail you can include the less legwork the members of the subcommittee will have to do, so please take a few extra minutes to track down things like contact details and price if at all possible.

<https://forms.gle/bdkpSkWaskuB98Gd9>



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