



Not The Spoken Word

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

Welcome Your 2022 Committee

In the light of rapidly increasing Covid infections, hospitalisations and deaths in WA the 2022 club's Annual General Meeting was delayed until the August meeting.

Nominations were invited from the floor of the meeting for the Chair and Vice-Chair positions.

Your committee for the 2022/23 year is;

Chairperson	Robert Frith
Secretary	Bill Raczkowski
Treasurer	Frank West
Vice Chairperson	Robert Hunt
Committee Member	Will Riseborough

All positions were elected unopposed. Let's hope for a bit more competition in 2023!

Scanning Programme

Dealing with the backlog of donations

Major club exhibitions over the past few years, like the Flash show at Midland and the Beverley to Perth show at the old Peninsula Hotel in Maylands, have raised our profile in the cycling community. In turn this has resulted in an influx of donated ephemera relating to WA cycling history.

The material ranges across race programmes, jerseys, photographs, letters, trophies and scrapbooks. We also have a significant collection of Australian Cyclist magazine dating back to 1947, the first year of publication.

In order to further our aims, and in keeping with good conservation practices, we need to document this material.

The club recently purchased a document scanner, a Czur ET18 Pro. It's much faster to use than a flatbed scanner and has the added advantage of being able to run optical character recognition (OCR) of scanned items, making text easy to copy and search.

The scanner is quite portable and pretty easy to use. It's available for club members to take home, along with a collection of documents. Members taking part in the scanning programme will be given an easy to follow guide. Let Bill or Rob know if you'd like to take part.



Lapel Pins

How cool are these new club lapel pins? So cool, right?

They are 26mm in diameter, near as dammit to an inch in the old measure, and they're available in either a cheerful sky blue or discreet black.

Prices start at \$10 each and finish at \$15 for the pair. Buy them at a meeting or from the club webshop and have them posted to you.

Malcolm Wilcox's c. 1968 Ducketts Superlite

I have had this bike from new. It was built as a lightweight touring bike by Duckett's bike shop in Seven Kings, London. According to Classic Lightweights website, the shop closed around 1968 after nearly 50 years of trading, which would make my bike one of the last they produced.

I rode the bike on-and-off up until the end of 2004. Several components have been replaced over time and I would now like to take it back to nearer its original specification. It was originally a 5-speed, but around 1999 the chain-wheel buckled. My local bike shop replaced it with a second-hand 10-speed chainset (which seemed a good idea at the time). The original rear derailleur was a Simplex Delrin model which sheared in 1976 rear. The bike now sports a Shimano derailleur either from that time or nearer 1999 when the chain-wheel and cranks were replaced.

So the main objective is to convert it back to a 5-speed with the shifter on the downtube. I plan to bring the bike along to the September meeting in 'as is' condition to get some expert advice from members.

After talking to some of the members at the August meeting, it seems possible and would be good to re-instate some other components to bring it closer to the original specification. *continued over...*





Stuck in the Shed with Bill Raczkowski

What are you currently working on?

I'm working on several things. First, I received four boxes of magazines donated to the club library by Ian Barker which had another defunct Australian cycling magazine: Totally Bitumen, dedicated to 'skinny tyre' cycling (1998, '99, '00). My second 'shed' item I'm working on is a verge collection I'm cleaning up and passing onto a co-worker this week. Thirdly, I'm still learning how to be more confident on WAHCC's penny farthing that Mal & Myrene donated for future rides. And fourth, a Gary Barnes owned track bike frame which I want

to 1) learn its provenance and 2) add period components to and 3) ride on track Tuesdays.

How many rideable bikes do you have?

This is simple, I own two. My pride-and-joy is a 1992 Fat City Cycles Slim Chance road bike I built with Campy Chorus when I was working in a bicycle shop in 1992. I raced and toured it across North America and now ride it socially on weekends.

My other bike is a 1985 Otis Guy mountain bike I converted to a 5-speed (it was 15) and use as my daily commuter plus ride into the hills for monthly overnight camping trips with co-workers.

If push comes to shove what is your favourite bike?

It's an easy choice since I only own two - my Slim.

What was your first bike?

It was a hand-me-down Schwinn Sting Ray Pixie with banana seat. Wish I still had it because it holds so many memories: balancing, crashing, dusting myself off and eventually riding back-and-forth to primary school with my friends and going to a dirt park to see how far we could jump.

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

I usually have several dreams each night, therefore, my first ride is a 1910 Pearce Arrow (USA) with its unique shaft drive and rear suspension seat stays, <http://www.nostalgic.net/1910-pierce-shaft-drive>.

Then I jump into the 1950's to ride with Fausto Coppi's team on a Bianchi Strada. After getting up to pee, I continue dreaming to be on the track with Moser's hour record 1984 funny bike (interesting to note this bike weighed 9.6kg, almost twice the weight of Merckx's 5.8kg hour record).

I end my dream on a Pinarello Dogma F12 with Super Record to get some cappuccino and biscotti...in the Dolomites.

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

To be honest, I love the the sounds of Australian birds filling my garage while wrenching. If I push anything through speakers, it's a mix of the following podcasts: Radio Lab, The Moth, This American Life, Cautionary Tales and Told Stories of Perth. If I want music, I play Spotify's Singer & Songwriters or Acoustic Covers.

continued from page 1..

This could include:

- single ring chainset
- downtime shifter and clamp
- bottom bracket / spindle
- rear derailleur
- pedals and toe-clips
- a pump to fit between lugs on the frame (aluminium original was about 18")
- Brooks B15 Champion Flyer saddle
- front light bracket

Originally it had mudguards (Bluemels black plastic) but I don't know if I would want to re-fit any.

I would appreciate help determining the originality of the the above parts, and where appropriate, sourcing period correct replacements. Advice on how best to clean the paintwork and rust particularly on the rear rim (which might be original), as well as help changing out the chainset would be most welcome.

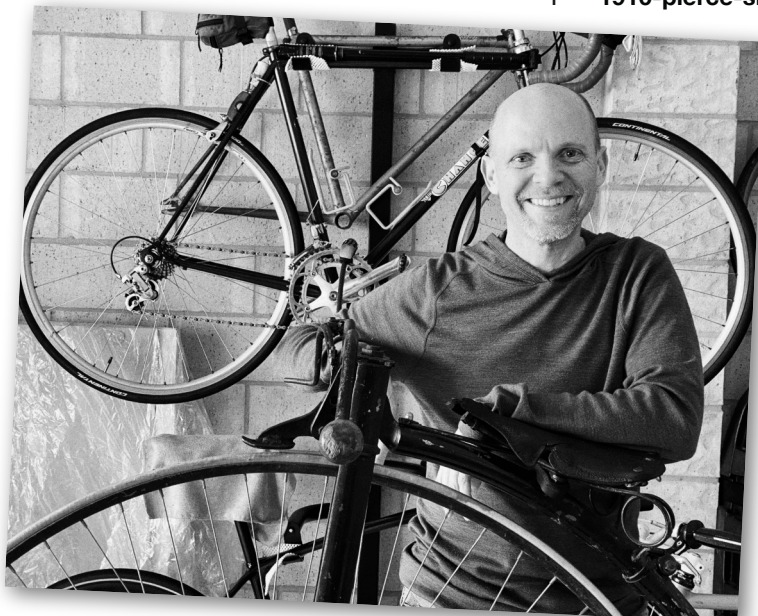
The bike was bought for me by my Dad as a birthday / finishing school exams present. After the first couple of years I mainly used it for commuting, initially to college, then later work. I ended up working internationally so the bike has been ridden in a few different places:

Essex, London, Brighton and Leeds, England; Aberdeen, Scotland; Miri, Sarawak, Malaysia; Den Haag, Netherlands; Calgary, Canada; Adelaide and Perth.

From 1999 to 2004 I also used the bike to compete in many shorter distance triathlons, typically doing about 20 km bike legs, but with a few up to 40 km. In 2004 I bought a lighter bike, sending the Duckett's Superlite into retirement.

Malcolm Wilcox

photos;
above, Malcolm Wilcox's Duckett's Superlite
right; Bill Raczkowski



Estate Sale Sept. 25th

The club has been asked to assist with the sale of bikes, parts and workshop tools from the collection of a vintage and mountain bike enthusiast who sadly passed away last year.

Most of the bikes are rare, collectible and in good to excellent condition, something that is reflected in the asking prices.

There will be three start times for the sale;

8am for club members volunteering their time to help

10am for other club members

11am for non members

Due to the value of the collection the address won't be available to anyone other than members helping out until the day of the sale. Members will be emailed at 9am and non members subscribed to the club's email list at 10am. Suffice to say it's a hills location.

Part proceeds the sale will go to the **WAHCC** and **Sock it to Sarcoma**. Cash and EFTPOS payments only on the 25th. Sales prior to the day are welcome to pay via direct bank deposit but there will be no inspections or pickup until the 25th.

Below is a selection of five of the 13 bikes. The complete collection with more details can be found on the club Flickr site and Facebook page. Measurements given are Seat Tube x Top Tube.

Kenevans

1980's 56 x 56cm light 653 tubing, recent repaint by Gefscoc, NOS Santé groupset **\$850**



Viscount Sprint

mid 1980's 56 x 56cm original paint **\$150**



Cecil Walker

mid 1980's 59 x 58cm 653 tubing original 'Mondrian' paint scheme, Campag C Record groupset with Delta brakes **\$2500.00**



Paganini

mid 1980's 56.5 x 55.5cm original chromovelato paint, Mavic groupset with 'starfish' crank and 'meccano' derailleurs **\$2000**



Centurion Equalizer

1989 57 x 59cm very light Tange 1 tubing, Suntour groupset incl. Superbe Pro cranks **\$350**



Also For Sale

1956 Laurie Cox Speedlite

Laurie was a junior state champion two years running and he rode in the Northam to Perth four times, chalking up a win and a fastest time as a junior in 1957.

In 1956 Laurie went to Melbourne as a junior member of the WA State Team to compete in the Australian Titles road races with Mal Barker and Johnny Dingle. The title coincided with trials for the Olympics. The bike Laurie took with him was a Speedlite road bike that commemorated the event with Olympic decals.

Laurie continued riding this bike for many years. It has been carefully stored and maintained throughout its life - a rarity. Reluctantly for sale as I have too many projects on the go! -



Club Calendar

Mon 19th Sep 19:30 General Meeting

Speaker Rob Loughman

In-person at 41 Britannia Road, Leederville
Online Zoom Meeting ID: 896 2070 3705

Sun 25th Sep 10am Estate Sale

Sat 15th Oct 19:30 Flash Show Opens
Revolutions Transport Museum

Mon 17th Oct 19:30 General Meeting

In-person at 41 Britannia Road, Leederville
Online Zoom Meeting ID: 896 2070 3705

Sun 23th Oct 11:00 Ride & Display

Let's Get Gibbsical - City of Canning
Details in the Sep/Oct newsletter

Wed 9th Nov 09:00 Display

Have a Go Day - Burswood

The Day Pedalpower Beat Horsepower

The Red Dust Revival celebrates the era when the first cars and motorcycles raced at Lake Perkolilli in 1914 right through to the last race in 1939.

"Motor sport" was a broad concept back in 1914 and a contest held at the second meeting in August of that year attempted to answer the age old question of what was faster — the human or the machine?

The Kalgoorlie Miner described the scene: "Glorious weather was accorded the throng of picnickers who took the journey to Lake Perkolilli on Sunday to witness the programme of motor events held under the auspices of the Goldfields Motor Club. Twenty-one motor cars from the little 'Swift' cycle car to the 'lordly six,' brought their full complement of happy people to the rendezvous. Dozens of cycles and motor cycles also made the journey, and many sulkies and buggies. Many of the motor cyclists took friends out on their carriers, and much fun was provided for onlookers at the bad patches on the road out."

The club secretary Charles "Chas" Savage and Ted Geere collided before racing even began. Geere seemed to be accident prone — he had a stint in Kalgoorlie Hospital earlier in the year after his bike caught fire and he was severely burnt. Once again Ted Geere was hospitalised. He was carted off to Kanowna to have medical attention for a broken collar bone and Charles Savage was "considerably bruised and shaken". Jack Hehir won two events: the 7 1/2 mile Open Handicap race with Chas Savage making the start and riding to second on his 3 1/2 Triumph. Perth motor dealer Frank Cato on his Yale was third. Jack Hehir also won the over 3 1/2 Hp race. Captain Chris Long won the under 3 1/2 Hp class on his Douglas.

The local report of the first recorded races between motorcycle and bicycle said that the event enjoyed 12 entries. It reported that the final featured Frank Cato from Perth riding his Yale motorcycle against Alfred Plant in the 100 yard sprint final. Plant

won by a narrow margin in 9 2/5 seconds. It was a victory for the cycle rider!

It appears, however, that the race did not put an end to the debate. A report of the event in the UK based magazine, The Motor Cycle, published on 22 October 1914 puts a different spin on the day: "A rather novel race was a contest from a standing start for one hundred yards between E. Grey (sic) on a pedal cycle and the motor cyclists. Savage was the only man who could beat Grey (sic) over this short distance."

While Alfred Plant was a keen local rider, Edgar Middleton "Eddie" Gray was no local hack but the best cyclist in the State at the time. He was a salesman for Percy Armstrong's cycle agency in Perth and the winner of the State's premier cycle race, the Beverley to Perth in 1911 and recorded fastest time in 1912. It must have turned into a grudge match between motor and pedal with every motor cyclist giving it a go to beat the best rider. But why was it reported so differently in the United Kingdom? Percy Armstrong was a regular reader and sometimes contributor to British trade magazines so it is likely that he wrote the article and he was simply reporting on the performance of one of his staff, and he owned the agency for Triumph motorcycles.

Charles "Chas" Savage was a young electrical engineer and a leading light in the motorcycle racing community in the Goldfields. He began riding a two-cylinder 2 1/2 hp Peugeot motorcycle described as a "racing machine" and progressed to a 3 1/2 Hp Triumph.

The war in Europe brought a temporary halt to motor racing at Lake Perkolilli. Chas Savage later moved to Carnarvon to operate the town's power station, while Eddie Gray enlisted for military service. He served as a gunner on the Western

Front. One of the finest riders in the State was in the trenches when a bomb exploded nearby and shrapnel lodged in his leg. He was repatriated to England where his leg was amputated. He returned to Western Australia with a crutch and a wooden leg.

Remarkably, he could still ride a pushbike. A report in the

Sunday Times many years later said: "But do little things like that damp a champion's ardor? Not a bit of it. Eddie went into training again, tried to win races with his one leg; but he found the young talent too strong."

Eddie Gray probably counted himself as lucky. The Wann brothers, Alex and Mick, who won the Beverley to Perth cycle race after Eddie in 1912 and 1913 also went to war and were both killed on the Western Front.

Eddie returned to his job at the Armstrong Motor and Cycle Agency and in the 1920s he was selling Triumph, Indian and Douglas motorcycles for Percy Armstrong.

Graeme Cocks

Editor's note - Graeme is the organiser of the Red Dust Revival which is being held between Sept. 19th and 25th at Lake Perkolilli 36km NE of Kalgoorlie.

More info here; motoringpast.com.au/red-dust-revival

Photo; Winners of the Five Mile Open Handicap at Perkolilli Western Australia. Left to right:

*1st C. A. Savage (3 h.p. Triumph)
2nd I. Hehir (Singer), and 3rd)*

