



Not the...

Spoke 'n Word

Volume 3 No. 1

Newsletter

June 2001

Congratulations to Lynn & Phil on the birth of their son Troy Phillip on Monday 11th June. A new member!!! The May AGM and meeting were attended by fourteen members. The Executive has changed. Whilst Merv remains as President for another year he is looking for a successor after that. Dave Clark takes over from Alan Naber as Vice President. Peter Smith agreed to stay on as Treasurer. Dave B did not seek re-election as Secretary but will continue until someone can be found to fill the post and Newsletter Editor. Alan & Phil will continue to Organise events but help is to be requested from Denis Gibb when he returns from Europe now that Phil has his new son. Photography stays will Dave C. and Librarian/Historian with Ken Ward.

Financial we ended the year with around \$2280. But our \$10M Public Liability insurance has to be paid for at c.\$750. We still need a shed for spares Club Bikes etc.

Recruiting Drive potential members are to be offered a free Bicycle for their membership fee. Several media options are being checked and presence at a major Swap Meet is planned to bring the club to the notice of the populous.

Past Events. 27th May The Second Birthday Celebration. Phil reported that a good time was had by all and that Desiree managed to ride around lake Mongar with no problems. The Picture may be a bit fuzzy in B&W with a



24pin printer but a picture =1000 words according to legend. Merv, Dawn Alan, Wendy Malcom, Julie, Mal Bell & Phil are in here somewhere against

the Perth sky line.

Sunday 3rd June Pinarra Festival.

Another famous win for Tom against the train.

Despite the cold and rain there was an excellent turn out at the Festival of both the local population and club members. We had lots of interest in the display specially for Mal Bell's Rudge Rotary which the ladies where fascinated by - special those allowed to sit in/on the saddle. A useful contact was made by Merv with a member of the Mandurah Antique & Collectors Club who may have us to their Fair next year.

Next Meeting : Monday 18th June/16th July at 7.00pm
VCC Club Rooms 6b Hickey Street, Ardross.
Meetings are held on the third Monday of the month

Cycles and Members at Pinjarra.

Merv & Dawn	Moulton, Ladies Raleigh & Dahon Trike
Alan Naber	Swan Racer + another (sic)
Dave Clark	Itera, Plastic Strida, Prospectors bike.
Mal & Myrene Bell	Rudge Rotary 3 wheeler & pre 1900 Early French Safety
Phil	Alloy Strida, Lucas racer, Ladies Phillips, Mono cycle, Pink Penny, Small red trike.
Tom Atkinson	Hercules, 3 x Pennyfarthings.
Dave B	Tradesman's Bike, Raleigh Bomber, Small Chopper.
Ken Ward	went to Dwellingup to see the end of the race against the train. A report on the race has been requested and may appear in the next edition. We received a \$100 dollar donation from the organisers for our participation which was very welcome. Tom exhibited his Pennyfarthings and tools for the three days of the festival. So 'Thank you' to Tom for this boost in reward over last year and congratulations on winning the race again!

Future events.

23rd June Freeway Opening Thomas Street to Safety Bay Road. All details will go to Merv from organisers.
8th July York - Street Parade. Details from Alan at the meeting. A 'Good for Club' High profile event which could be real fun too.
10th Oct Cannington Swap Meet- Recruiting Drive.
Wednesday 31st October 10am - 4pm Seniors Expo at Woodlupine Community Centre Forrestfield. To display our Bikes for local Seniors / Community and lots of School children. A good cause that three members have already committed their support
Shopping Centres - now we have PLI Merv is to investigate possible locations for sponsored displays of club cycles.

What, When, Where and possibly Who ???

It has been reported that a member has a Mystery Bike Project nearing completion. All may be revealed at the next Club run.
Anon.

Still Wanted Desperately for Dave C's Mint bike - Canvas water Bag, blackened camp kettle/fry pan. Goldmining O&S. Help with these will bring the club lots of exposure at the Mint. Eyes down and scouting at Swap Meets please.
Continued.....

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WAHCC Committee:- President Merv Thompson. 9450-2579 Vice President David Clark 6278-1048 Treasurer Peter Smith. 9405-7561 Acting Secretary Dave Brown. 9581-9084 Historian Ken Ward 9364-3601
Events Coordination Phil Harris 9459-7146 Alan Naber 9332-3956

Free Bicycles

Alan has the following bicycles for anybody that wants them. Aussie mens 3 speeder, Manxman from Nederland: A Mercury from Kalgoorlie, a Schwinn and a 1955 Malvern Star

New Hand Cleaner - Phil reports excellent results from 'Day old baby'. - Under nails instantly sucked clean. Hope he doesn't use Castrol R or else the Number One son may take off. Only joking Lynn.

Identify your Bike for others

Merv has had a 3 of sets of name Badges made up for his bikes for \$15. They are the size of the old bike registration plates and seem water proof against the Pinjarra rain and readable. What does C1910 mean? was the cry.

Show and Tell

After the AGM it was nice to get back to bikes and see what members had found to bring along this month.

Dave B - had an Aussie Bike - a 1950's juvenile semi racer for the Club and a small chopper going for a donation to Kim's Toyboys - his other hobby.

Peter Wells - had a frame in need of identification and dating with unusual drop outs and room for a 28 inch wheel. Milton wondered if it might be from the 1930s or much later from somebody called Laurie Fry?

Phil Harris - had an alloy framed Stida. It looked in good condition but Phil says the brake drums need some work and he has found that spares are available on the Internet. New fancy dayglow mudguards may be possible?

Merv - had some parts from Kalgoorlie - a 24inch solid tyre 12 spoke wheel - origin unknown: A front wheel with cranks on the axle for pedals from a 1900 Cyclops trike: Some sprockets made by BSA with a one inch pitch: a light weight Williams crank with large chain wheel from a dirt track racer and small rear sprocket - both to fit a 3/16 chain.

Coming Attractions from Metro Goldwyn Naber

The June Meeting

Another chance to relive the 1950's with Alan's U.K. Cycle Racing video and a short on the Guildford Festival from Don Smith which we had to miss in May due to time.

With this issue

Part One of the Swansea Story.

Part Two - the conclusion with the July Newsletter.

-oooooooo-

Special thanks to Peter Wells for all the effort he has put into finding out about these local machines and for making it easy to put the article into the newsletter by providing copy on disc.

Fancy this job Peter ?? - its going spare!

EXTRA EXTRA

FREEWAY OPENING

Saturday 23 June - Details: Club Member to be at Starting Point 9.30 am (Continue South along Mitchell Freeway to Folly Road)

Section of Freeway will be opened to the public from 10am for parade and ride on bicycles. (Period costume optional)

After the new section of the Freeway has been officially opened at 10.00 am club members will follow veteran cars (in our vehicles) to Arpenteur Drive, Settlers Hill, approximately 4 km (Turn off Safety Bay Road), where a section will be roped off for our display.

Displays, stalls and refreshments will be available. Jazz Bands will entertain the public.

Celebrations finish at 3 pm.

For further details, contact Merv Thompson on 9450 2579

FOOTNOTE: Disappointed that Lynn and Phil did not call the new STAR arrival "Malvern". Glad it was not "Gordonson".

Western Australian Historical Cycle Club

Minutes of the General Meeting held on

21st May 2001

Location Wireless Hill

The Meeting opened at 7.45 pm

Present See Attendance Book.

Phil Harris celebrates his birthday today -HAPPY BIRTHDAY TO YOU he was presented with a model bicycle and a KLG sparking plug for his collection.

On the matter of birthdays Phil's son is due to be born on 10th June.

Apologies. Eric Barrett, Tom Atkinson & Joe Cox

Minutes of the last Meeting. were read and approved.

Moved. D Clark Seconded. Phil Harris.

Matters Arising

Pinjarra Festival 5 members at the meeting expect to attend plus Tom Atkinson

PLI has now been organised for \$10M. Policy with Acting Secretary.

Correspondence.

Kalamunda Seniors Expo - Wednesday 31st October at 88, Hale Road Forrestfield. Exhibition of bikes and or motorcycles. 3/4 members would be interested in going to this mid week event. Action DB to write and say we are interested and ask for details of parking etc.

Treasurers Report. as for April but have received a cheque for \$400 from the Guildford Festival. = \$2284.63

Letter of thanks for the Donation for the Guildford Festival Organisers. Action DB.

Peter Smith reminded members that the Annual Subscription of \$20 was due.

Future Events.

27th May - WAHCC 2nd Anniversary Run around Lake Mongar - format Ride/BBQ/Cake expect six plus members.

23rd June - Free Way opening Thomas Street to Baldviss/Safety Bay Road Expression of interest to be sent to City Of Rockingham the organisers. Action DB Action Alan/Merv to coordinate Club attendance.

10th October - Cannington Swap Meet. see Merv for details possible recruitment opportunity.

31st October -Seniors EXPO as above.

General Business

Display at shopping Centre these may now be possible with PLI cover Action Merv to follow up.

Manufacturers Decals see Alan for details

Bike ID's Merv has made up a number for his cycles - cost around \$15 for 3 pairs.

Show and Tell

David B - Donated Juvenile size 'Aussie Bike' for the Club. and small chopper if anybody wants to buy it as a donation for Kim's Toyboys.

Peter Wells - frame in need of identity and age, sported 28inch wheels. Milton thought it may be made by Laurie Fry called the Wheelmen

Phil Harris - 1980 Aluminium framed Strida

Merv - had a frame available for a club member. Bits from Kalgoorlie - 24inch solid tyre 12 spoke wheel: A front wheel with pedals from turn of century childrens Cyclops bike: Sprockets from a BSA one inch pitch: a light weight Williams (sic) crank with large chain wheel of a dirt track bike and rear sprocket to fit 3/16 chain.

A.O.B Alan has a number of bikes for free = Aussie 3speed, Manxman from Nedland complete: A Mercury from Kalgoorlie, a Schwinn, 1955 Malvern Star. On the Membership drive- Alan suggested using the Quokka or Sunday Times to advertise 'Join get a bike FREE.'

Merv suggested Jim Crianan on Saturday TV? or the Cannington Swop meet on 10th October as other possibilities for displaying bikes and handing out joining forms

Ken Ward had received further books from Nicky Armstrong.

There being no other business the meeting closed at 8.40pm with refreshments - thanks to Dawn and a Video of The Encyclopedia of weird or Unusual Bicycles. - thanks to David B for TV/Player and Alan for Video.

Next meeting 18th June 2001

SWANSEA CYCLES A WEST AUSTRALIAN LEGEND (Part One)

By the beginning of the Twentieth Century the bicycle had left behind the age of the "ordinary", of Penny-farthing, as it was better known. It had finally taken the shape that is still to be found on today's cycles, with same sized wheels, diamond shape frame of tubular steel and that great improvement, pneumatic tyres.

In Western Australia, as in the rest of the world the bicycle was proving very popular, both as a means of transport and as a healthy recreation and sporting machine. It was proving popular in both city and country districts due to the cheap initial costs, and the negligible running costs. Unlike the horse it did not need water or feed, while the motor car was still costly to run and out of reach for the great majority of people. The bicycle proved itself very useful as a courier, regularly setting faster times between towns than the horse drawn coaches, particularly in the goldfields. Soon almost every town of decent size had a cycle club, with regular events, both touring and competitive.

World War I effectively slowed the import of motor vehicles, so Australia lagged behind many other countries for transport, relying on the horse to a great extent. The bicycle, however, still retained its popularity, with a number of firms importing machines from abroad, and an increasing number being manufactured locally, using imported components, mostly from Great Britain. By the mid 1920's Australia had settled down from the upheaval of the Great War, and was beginning to expand its manufacturing industry, as well as opening up farming and mining over much of the country. So it was not unusual when two young West Australian brothers decided to set up in business manufacturing and selling bicycles and accessories. Howard Baldwin was only twenty-three years old, his brother Les several years younger. They lived in Mosman Park, a Perth suburb that nestles between the Swan River and the Indian Ocean, so decided to call their business Swansea Cycles and Motor Co, and a rather clever play on words that was destined to play a big part in the cycle industry in Western Australia for nearly half a century.

In 1927 the Baldwin brothers started business at 9 William Street, Fremantle, with a small annex at the rear of the shop where they began making their own bicycles using components imported from England, at that time one of the leading component suppliers in the world. And thereby hangs a tale, for Howard Baldwin didn't realise that it was necessary to obtain a permit to bring all those parts into Australia. However the authorities at that time were quite reasonable about the whole affair, showed the Baldwin boys the error of their ways and arranged the necessary import permits. How times have changed.

When I said that they made their cycles they did it by starting with a handful of steel tubes that they cut to length, and then brazed them into the various lugs to complete the frame and forks. They built up their own wheels from a bundle of spokes, hub, and rim, so that they really did make the complete bicycle.

After the frames had been brazed and checked for correct alignment, all joints were filed and sanded smooth before the painting process took place. This involved an undercoat, which was lightly sanded, followed by the first primary colour, which was then baked in their own oven. Then the second colour was sprayed on, and again baked. Then came the application of transfers and decorative lining, a feature of bicycles at that time. The whole assembly then had a coat of clear air-drying enamel to seal everything. Baked enamel was used because it was the toughest and longest wearing paint available, able to take the many knocks that the average cycle had to withstand.