



Not the... Spoke 'n Word

Volume 4 N° 2

NEWSLETTER

July/August 2002

IMPORTANT NOTICE

It was decided to change the start time of our monthly meetings to 7.30pm, so would all members please endeavour to be on time so that the President can start promptly at 7.30pm. You can still arrive at 7.00pm if you wish to chat with fellow members before the meeting commences.

We have been given a 12 month reprieve on having to find alternative rooms to hold our meetings, as Melville Council try's to sort out what to do with the property.

YORK FESTIVAL OF THE CAR (AND CYCLES)

I think that our humble cycle got as much attention as the fabulous and expensive cars of the York Motor Museum, and I must congratulate those members for putting on such a magnificent display.

There were bikes ranging from the 1880's to the 1970's, giving the public some idea of how the pedal powered machine evolved over almost a century. Despite gloomy weather forecasts, the day was fine, although rather cool. However, our couple of laps around the streets helped to warm us up.

Those present were – Mal and Myrene Bell, Phil Harris, Ray and Merrill Martlew, Dave Clark, Merv and Dawn Thompson, Ken Ward, Don and Shirley Smith, Bob and Blanche Barrow, Danica Canella, and Peter Wells.

There were 27 machines on display, a credit to those participating.

Peter Wells.

PINJARRA FESTIVAL

Only a small number of members took part in this event, but it seems that the public enjoyed the display. Merv came home with another bike, a Raleigh Superbe.

Those attending were – Merv and Dawn Thompson, Phil Harris, Dave Brown, Dave Clark. Also there, but not part of the display, was Tom Atkinson, who was taking part in the race to Dwellingup with his Penny-farthing.

This issues silly questions. Do four Penny farthings make a Fivence?

MINUTES OF MEETING 17TH JUNE 2002

There were fourteen members present.

Apologies – Malcolm Buckley.

Minutes of Previous Meeting – These were read and accepted. Moved D. Clark, seconded P. Smith

Business Arising – The Chairman advised that it is still necessary to obtain an ABN. The Secretary will arrange this.

Financial Report – Closing Balance \$1,754.54 Moved P. Harris, seconded K. Ward.

Events – 7th July display at York for the Historic Motor Vehicles and Bicycles.

Club ride on the weekend after the next meeting – details to be given at the Meeting on the 15th July.

Correspondence – Regarding 'Have A Go' day. It was agreed that the club would participate.

General Business

- Merv advised that that current meeting place will still be available for the next 12 months from August 2002.
- Subscriptions were due last May. If you have not renewed your membership please do so promptly
- Library – Phil Harris is taking home the library cabinet to add casters so that the library will be more easily moved. Books will be recorded.
- A list of members and telephone numbers was distributed – please advise Merrill Martlew of any incorrect numbers, or additions.

Show & Tell

- Peter Slugg showed a carbide acetylene lamp.
- Phil Harris advised that his bike with wooden rims now has chrome hubs, but he is still looking for a pair of pedals to suit the cranks.
- A picture of a five person Tandem has been given to the club and was displayed.
- Photos from Ascot meeting were on display.
- Peter Wells showed a 1930's BSA frame.
- Ray Martlew showed a badge from a bike made by Ray Cycles in Nottingham England. He also informed the meeting that he is building a tandem and is looking for parts and any advice. Peter Wells showed a new chain wheel, still in its original wrapping, and thought to be from the 50's.
- Merv Thompson gave a talk on Cycles up to 1900 accompanied by overhead displays. This was an interesting and informative talk.

Other members are encouraged to give a talk on topics of interest

NEXT MEETINGS: 15th July Monday at 7.30pm

19th August Monday at 7.30pm

VCC Club Rooms 6B Hickey Street, Ardross

WAHCC Committee - **President:** Merv Thompson 9450 2579

Treasurer: Don Smith 9447 3003

Historian: Ken Ward 9364 3601

Articles for Newsletter: The Editor Peter Wells

25 Constantine Court Thornlie WA 6108 (08) 9459 1750

Vice President: David Clark 6278 1048

Secretary: Merrill Martlew 9451 1186

Events Co-Ordination: Phil Harris 9459 7146

Denis Gibbs 9398 2792 David Clarke 6278 1048

SINCLAIR'S NEW BIKE IS IN THE BAG

Sir Clive Sinclair, boffin behind the home computer and electric powered C5 tricycle, is preparing to make another comeback, we can reveal. The Mensa brain box's latest invention promises to be the ultimate accessory – it's a £300 folding bike small enough to fit into a handbag. The inventor, who made a fortune through his pocket calculators and computers in the early 1980s, hopes the new "A" Bike will revive his reputation after the catastrophic failure of the C5, which was launched in 1985.

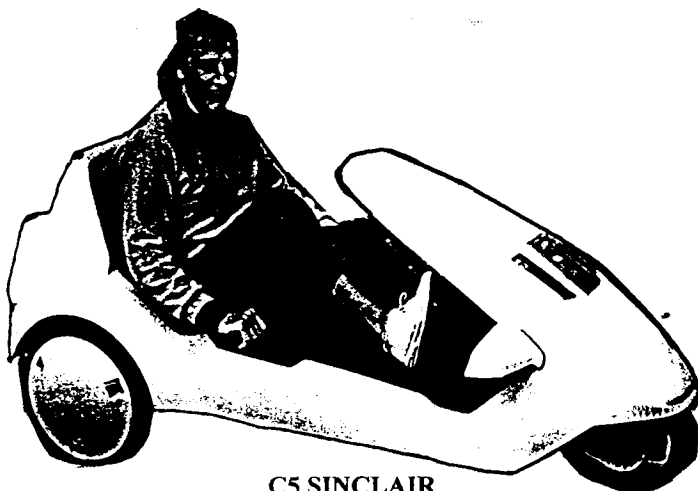
In recent years, he has been more noteworthy for his love life – most famously with a 22-year-old model and former lap dancer, Angie Bowness, who he met in London at Stringfellows's club. However his company also scored a number of successes, including the Zike – an electric bike – and Zeta, a pushbike power unit. The 61 year old has high hopes for his latest contribution to the bike market. "It's small enough to fit in a handbag or carrier bag and it is dramatically lighter than existing folding bikes," explained Sir Clive, who is believed to have an IQ of 159.

"The folding bikes on the market look very attractive superficially until you start to carry one around. The lightest weighs 22lb or 10 kilograms – and that's a lot to carry. People do put up with the problem but it's done a lot to limit their acceptability."

The bikes uses new materials to help reduce the weight and it should cost around £300 when it is launched next year, he said. Sir Clive believes it will help provide "more integrated transport" with people being more likely to take it with them on trains or buses. But will it be a commercial success? "One can never say in advance," the inventor sighed modestly.]

Put on the market for £399, the C5 quickly became an object of ridicule and Sir Clive sold only a few thousand – rather a long way short of the 100,00 a year, which he had hoped. Bizarrely, they are new collectors' items and go for up to £1,000 in Internet auctions.

Sir Clive is not exactly on his financial uppers. Last year he moved to a penthouse in London's Trafalgar Square, so perhaps his bike is a cunning way of sidestepping Mayor Ken Livingstone's much anticipated congestion charges.



C5 SINCLAIR

CALENDAR OF EVENTS 2002

Jul 17 Monday – MONTHLY MEETING

Aug 19 Monday – MONTHLY MEETING

Aug 25 Sunday

Meet at James Mitchell Park, Coode Street, south Perth. 10.30am start to ride around the bridges. Contact Phil Harris (08) 9459 71456

Sept 16 Monday – MONTHLY MEETING

Oct 13 VCC Autojumble Cannington

Oct 21 Monday – MONTHLY MEETING

Oct 29 Tuesday Have A Go Day – Burswood

2003

Feb 21st – March 2nd

Historic Cycles Downunder Rally, Evandale, Tasmania. Are any West Aussies attending?

FOR SALE-SWAP-WANTED

Wanted

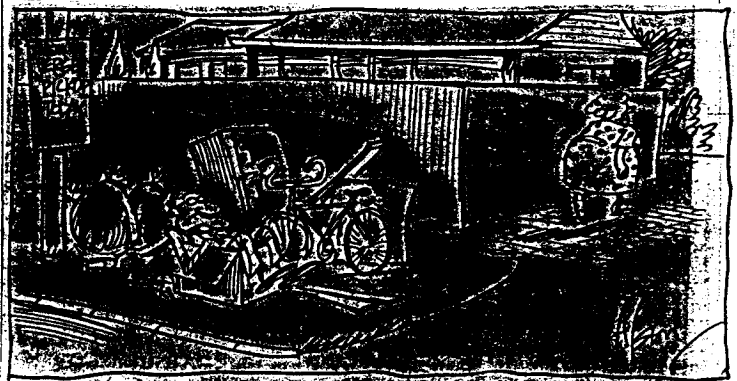
16-inch front wheel or rim, spokes, with Westwood old style rim.

Bob Barrow 96 Scrivener Road Herne Hill 6056 (08) 9296 0028

Wanted

Does anyone have a copy of The History and Development of Cycles, by Counter, that I can borrow or perhaps buy?

Peter Wells 25 Constantine Court Thornlie 6108 (08) 9459 1750



"Phil, I told you not to bring another bike home!"

CHILDREN'S TOYS

Some members are interested in restoring children's tricycles, dolls prams etc. Many of them had push on caps holding the wheels in place. Searles Fasteners in Willetton keep a range of these caps, in addition to their extensive range of bolts and fasteners of all types

ZENITH CYCLES

Merv Thompson has unearthed an original Zenith semi-racer, obviously Australian made. But can anyone tell us who built it, and was it a West Australian firm? It was beautifully painted and lined when new.

SUBS SUBS SUBS

Your Subs were due at the AGM in May, so please send you \$20.00 to Treasurer Don Smith ASAP. Failure to do so will result in this being your last newsletter, a fate worse than death. Send you money to –
Don Smith
8 Charles Riley Road
NORTH BEACH WA 6020 Show and Tell

FITTING COTTER PINS

An interesting couple of letters in the June/July 2001 issue of the English Veteran Cycle Club newsletter deals with the correct fitting of cotter pins, something that often gives riders some concern, especially as they may work loose.

Cotter pins should always be fitted with the head of the pin below the crank arm when the crank is on the downstroke. The nut will be on the top of the crank. File the cotter pins so that they have the same amount of head showing, and they should then be at 180 degrees. Check the tightness of the nuts after riding for a few miles.

MISSING LIBRARY BOOKS

A small book dealing with Malvern Star cycles has disappeared, and has probably been taken home by a member to read. We would appreciate its return, so that others may make use of it. If you have any other books or literature at home that you have taken home after a meeting Ken Ward would appreciate their return so that he can organise the library in our new cabinet, which will be available at meetings.

Thanks to Phil Harris and Allan Naber for their donation of books for our library. Can you help expand our as yet small list of books available for members to increase their knowledge of cycles and cycling? Ken Ward would love to have a full cabinet.

Gareth Buckland got his photo into the Western Power newsletter while attending a Renewable Energy Conference recently.

IVOR PROBLEM

It seems to me that more Australian bicycle builders before 1945 did not use built in pump fittings, but still used the clamp on type. Can anyone enlighten me on this?

In the last issue of this erudite publication I asked for orders for those little brass plates for early Westwood style rims, but so far only six have been asked for. So unless more of you get a move on we will have to forgo making these attractive fittings, which will be a pity 'cos they add to the charm of early machines.

I recently picked up an old rear wheel, almost completely rusted away – a very sad case indeed. When I started to cut the rim up to dispose of in the wheelie bin. I discovered it was a beaded edge type, so very old indeed. Although the Eadie Coaster hub had a damaged axle, the other components were in good order, even the original black enamel almost good enough to use again. They don't make 'em like that today!

FIVE STARS? NO, FIVE SWANS

Some months back, Ken Ward phoned me with news of a Swansea racing bike that was available from the original owner. Naturally enough I followed up Ken's lead, and found that the remains were actually in the care of the owner's brother, but were indeed available, although there were no wheels, saddle, or handlebars. Although what follows has nothing to do with bikes, it is interesting, so I shall relate the circumstances.

In 1949 I joined the Citizen's Military Force, subsequently serving 21 years before being kicked out over the age limit. During that time I must have encountered hundreds of men, especially during the original National Service scheme, so it came as a surprise to meet a man who had served his NS time in my engineer unit – we had not seen one another for fifty years, and now met over an old bike.

The story behind the Swansea is that the Swansea Cycle co used to sponsor a race known as the Swansea Fifty, usually running from Perth to Armadale, then on to finish in Fremantle. There was also a shorter event of 21 miles for junior riders, held concurrently. Among the prizes for these events were a couple of 5 Swan Swansea racing cycles.

The 1947 Swansea Fifty was held on 27 July, and a young Tom Blanchard, with a time of 40 minutes 37 seconds for the 21 miles, averaging just over 31mph, won the junior event. His prize was the bike now in my possession. He raced it for several years until he grew too big for it.

But the good thing is that it has survived for 55 years, and is now being rebuilt in its original colours, and as near to the original specification as possible. The number of swans on the head stem of Swansea's indicated the quality of the cycle and the components, 5 swans being the top of the range.

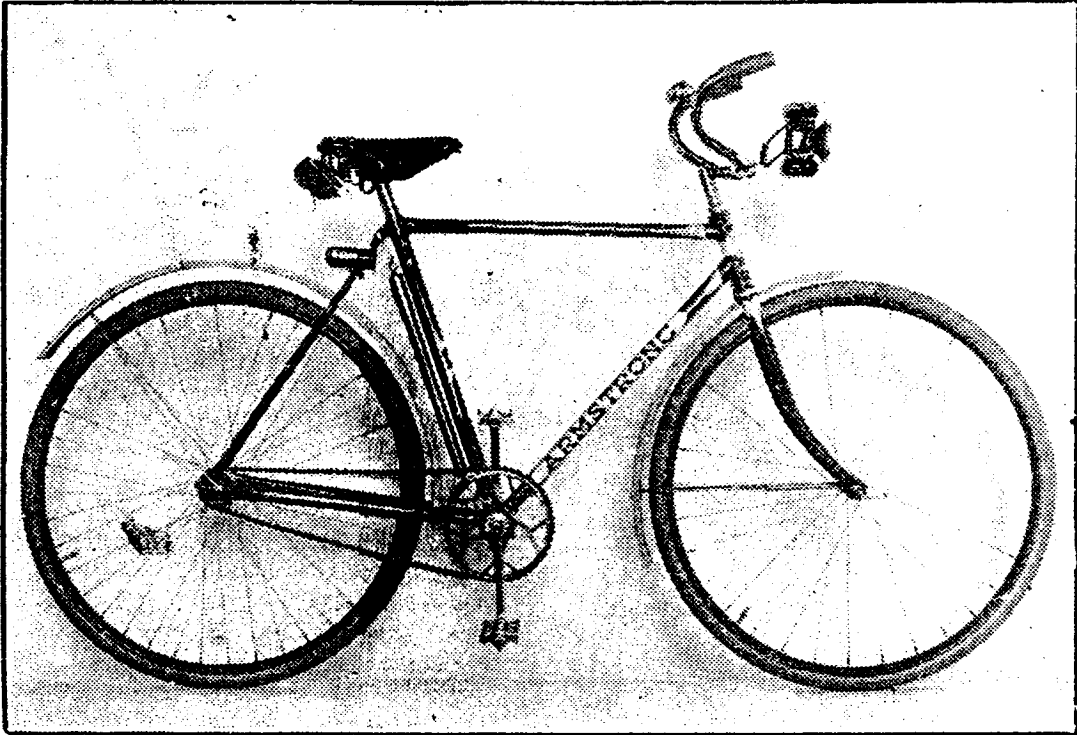
Those with two swans on the top bar were usually custom built to suit the rider, and his name would be sign written between the swans.

Strange but true, there are now three one-owner Swansea's in my possession, and they have proved very useful in dating this marque.

Peter Wells

THE HOME OF THE FAMOUS "ARMSTRONG" BICYCLE

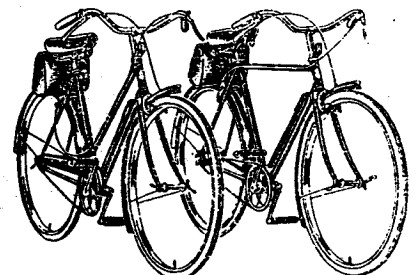
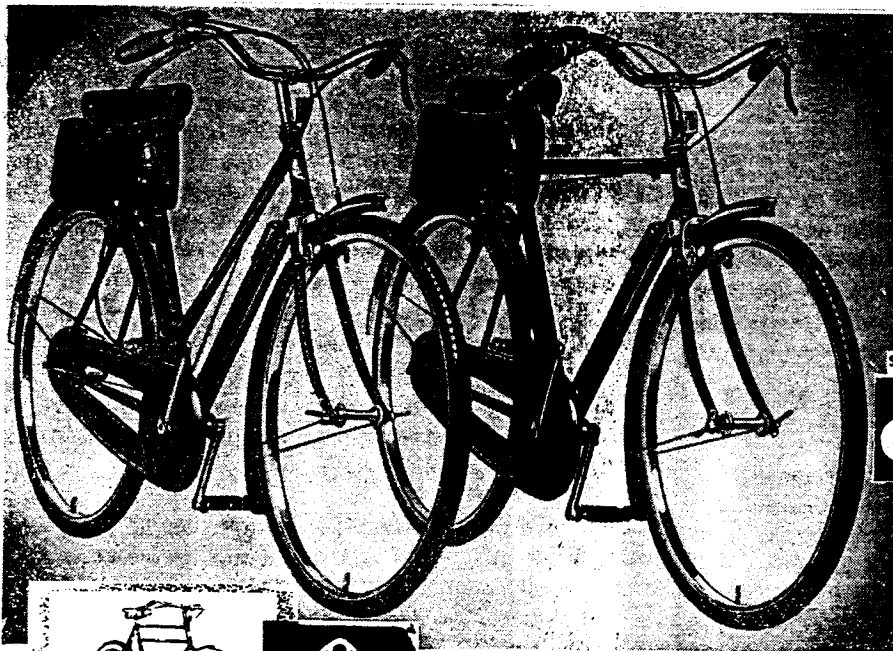
All Models Built to Order from ----- £6/10/0



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WRITE FOR ILLUSTRATED LISTS.

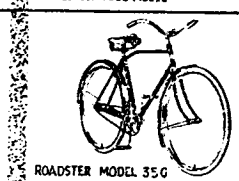
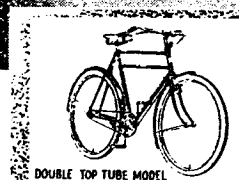
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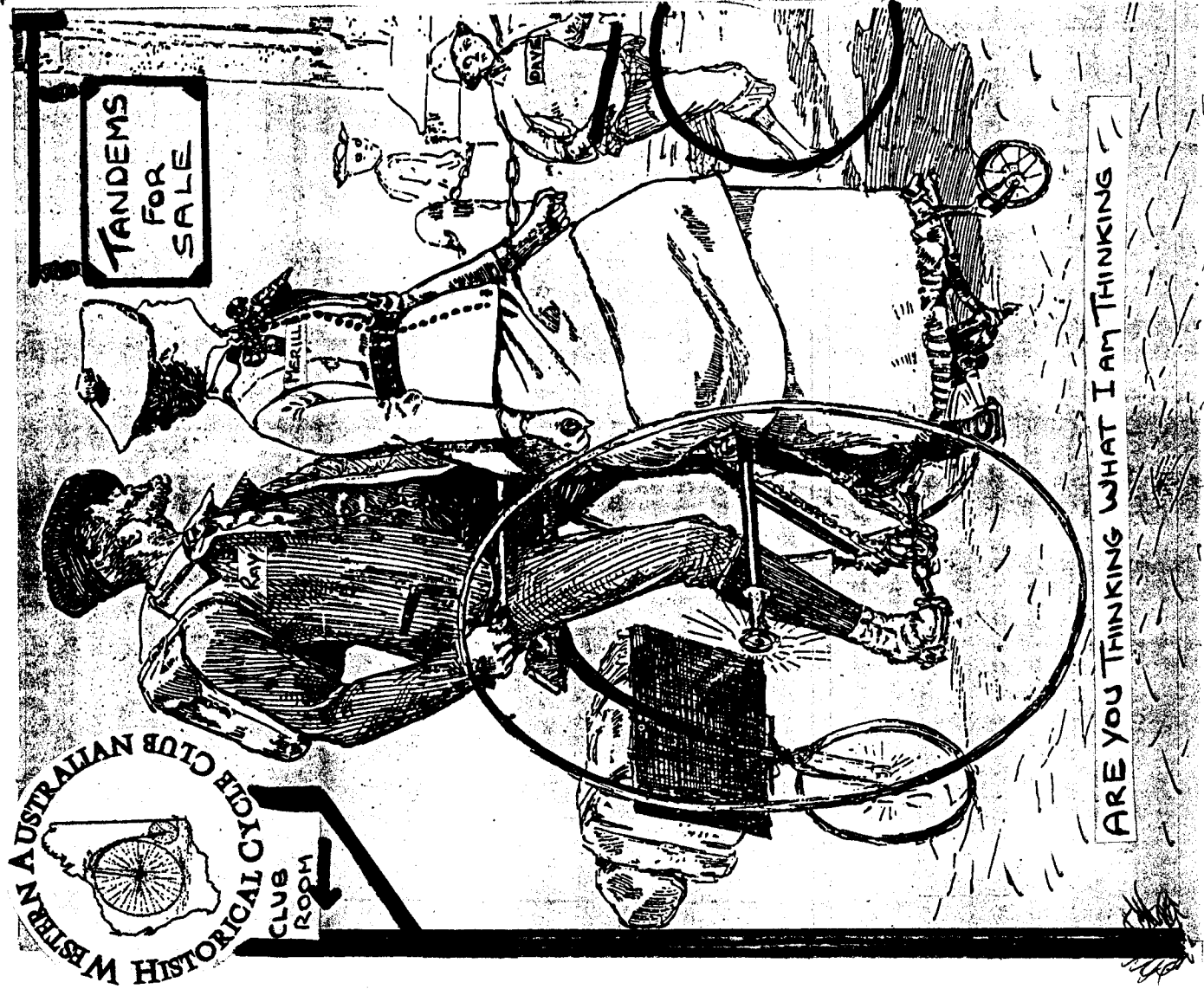


Illustrated are models LST—GST

Top grade machines, precision built, strong yet easy running, this is British Workmanship at its best. Comrade Cycles, reasonable in price, so smart in appearance, ensure years of smooth, trouble-free cycling and give your customers truly a comrade for life.

ALMA WORKS · THE LEYS · DARLASTON · STAFFS · ENGLAND

WA HISTORICAL CYCLE CLUB CLUB RIDE ON SUNDAY AUGUST 25TH



ARE YOU THINKING WHAT I AM THINKING

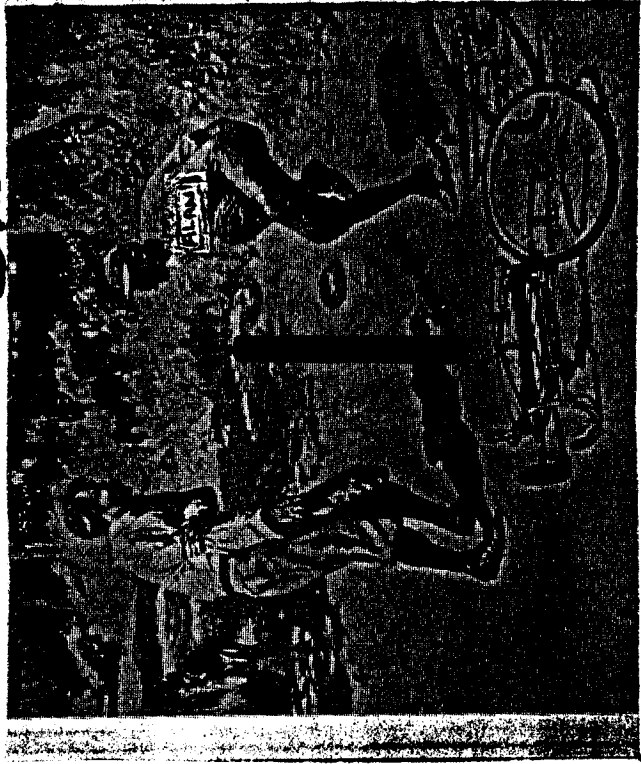
VENUE

JAMES MITCHELL PARK

COODE ST END. SOUTH PERTH

START 10.30 AM.

MEMBERS, FAMILY, AND FRIENDS, WELCOME.



HOW LONG HAS THAT POST BEEN THERE