



Not the...

Spoke 'n Word

Volume 7 N° 4

NEWSLETTER

November/December 2005

MINUTES OF MEETING 19th SEPTEMBER 2005.

The meeting opened at 7.35PM

Present – 15 members

Apologies – M & M Bell, D Gibbs

Minutes of Previous Meeting – Read and accepted.

Moved David Clark, seconded Judy Perry.

Matters Arising

➤ Peter advised that \$150 for expenses at the Mukinbudin Fair had been paid to Mal Bell by the Fair organisers and that Mal had donated this money to the Club.

Treasurers Report

➤ Tony Hall advised the club finances were:

Previous Balance \$3,101.72

Income \$100.00

Expenditure \$116.60 (PL Insurance)

Total \$3,085.12

The Treasurers Report was accepted – Moved Phil Harris, seconded Merv Thompson.

Correspondence In

- BTA Magazine
- Department of Consumer & Employment Protection re incorporation
- Council of Motoring Clubs – Minutes
- Seniors Recreation Council – re Have a Go Day

Correspondence Out

➤ Dead Finish Museum – Beverley – Grateful thanks

General Business

- Peter advised that the Club banner was being upgraded and Merv described the changes.
- Alan said he was preparing a slide show for the October meeting.
- Kim Bartlett, a new member to the Club, said he had raced when in Kalgoorlie and that he owned several bikes including a Dayton Elite and a Five Swan Swansea. Kim and his young son were welcomed to the Club.

Show and Tell

- Merv showed a BSA Roadster from the early 60s. The bike was complete and in very good condition.
- Alan displayed a near new Birdy fold up bike with 17" wheels and 3x8 gears.

➤ Peter showed a 1935 Ladies Claud Butler with Williams cranks.

➤ Phil had 2 "Skate Bikes" – a cross between a unicycle and a skateboard.

➤ Kim showed his 1958 Dayton Elite built in London with an original price of forty pounds. The Dayton has a welded frame.

The meeting closed at 8.15pm

After supper, Ken Ward gave a very interesting talk on his trip to France and many other parts of Europe. Accompanied by some of his family, he described his cycling bus trip which took in much of the Tour de France. His talk and many photographs were enjoyed by all members present.

MINUTES OF MEETING 17th OCTOBER 2005.

The meeting opened at 7.35PM

Present – 13 members

Apologies – Paul Redman

Minutes of Previous Meeting – Read and accepted.

Moved David Clark, seconded Phil Harris.

Treasurers Report

➤ Tony Hall advised the club finances were:

Previous Balance \$3,085.12

Receipts Sept/Oct \$261.50

Payments \$204.50

Balance \$3,142.12

7 members have not yet renewed their subs.

Report moved M. Bell, seconded M. Thompson, carried.

Correspondence In

- Have a Go Day
- Council of Motoring Clubs minutes
- Christmas Pageant regulations
- Great Bike Ride notice.
- State Library re Club Newsletters

Correspondence Out

➤ Letter to Barbara's Billboard

Events Past

➤ Auto Jumble at Cannington. Many attended Riverton Ride very successful. 13 starters.

NEXT MEETINGS: Monday 21st November at 7.30pm
Monday 16th January 7.30pm
VCC Club Rooms 6B Hickey Street, Ardross

WAHCC Committee - President: Peter Wells 9459 1750
Treasurer: Tony Hall 9446 5738
Secretary: Paul Redman
7 McKnight St Melville 6156 9330 2092

Articles for Newsletter: The Editor Peter Wells
25 Constantine Court Thornlie WA 6108 (08) 9459 1750

Vice President: David Clark 9255 1373
Historian: Ken Ward 9364 3601
Club Photographer: Alan Naber 9332 3956 **Librarian:** Harold Perry 9364 7253
Events Co-Ordination: Phil Harris 9459 7146 Merv Thompson 9450 2579

Coming Events

- Have a Go Day Oct 25th
- Great Bike Ride Nov 20th
- Christmas Windup 21st Nov – Bring a plate, BYO
- RAC Channel 7 Christmas Pageant Dec 10th

General Business

- The Treasurer reported that we had 21 financial members
- Peter Wells reported on his advert in the Can You Hep column, but he only got limited help this time.

Show and Tell

- Phil had some cycling magazines available, also a helmet and pump that he had bought at a swap meet, also a tool bag.
 - Peter showed an early child's bike that he was restoring.
- The meeting closed at 8.15pm, followed by supper and a very interesting slide show of Alan Naber's recent cycle tour of Europe.

A BAKERS DOZEN

Overnight rain and the threat of more to come could not stop thirteen riders turning out for the Riverton Bridge ride on Sunday 2nd October. By the time everyone was set to go the skies had cleared and although wet weather gear was carried it was quickly realised that it would not be needed.

The cycle path varied from good to just so so as we moved along the southern shore of the Canning River past spacious and well kept homes and gardens into a stiff headwind which managed to get through the many trees growing along the attractive foreshore. Not far from the start point latecomers Alan and Wendy Naber, accompanied by Tony Bennett met us, to join into the days activities. At the end of the trip to Bullcreek the party split up, some electing to complete the ride by crossing the Mt. Henry Bridge and riding through Waterford and Wilson, back to the start, while the remainder returned along the outward route. At least the wind was blowing in the right direction for everyone on the return trip.

A very pleasant picnic area, complete with BBQ and sheltered kiosk saw everyone gather around for an extended lunch/chin wag session, that went on for a couple of hours with much reminiscing taking place. The day was voted a huge success, and it was pleasing to see a good turnout, with a couple of BSA's on their first outing, both very original. Of course there were more BSAs at the end of the ride, but we won't go into that.

Those taking part:

- Alan and Wendy Naber – Tandem 1992
- Paul Redman – Swansea 1941
- Dawn Thompson - Raleigh 1970
- Merv Thompson – BSA c1950
- Phil Harris – BSA20 1977
- Harold Perry – Jupiter King c1960
- Judy Perry – Raleigh c1970
- Myrene Bell – Brompton Folder
- Mal Bell – Brompton Folder

Peter Wells – Swansea 1948
Tony Bennett (visitor) – Thorn 2000
Tony Hall – Raleigh

HAVE A GO DAY 2005

Despite threatening weather, a good crowd of happy retirees turned up for a bigger than ever Have a Go Day. And I think that our display was in one of the best possible spots, right next to the shuttle bus stop, so that we had a constant stream of visitors throughout the day. The presence of loud speakers alongside us looked menacing at first, but thank heaven the noise was quite subdued, so didn't bother us.

A very comprehensive and wide ranging display covering almost a century of cycling was appreciated by many, and this year almost a quarter of our members took part in setting up and manning our display. Fortunately the weather did not cause any problems, with only a few very light showers that only lasted a couple of minutes to bother us.

Members were kept busy helping visitors with their queries, and many tales of past experiences were heard. It seems that almost everyone has had a bicycle at some stage of their life.

A highlight of our display this year was the new Club sign, which was making its debut. I think we had one of the best signs to be seen this year, it looks really professional, and is easy to read as well.

Thanks are due to those members who supported the day this year, with their bikes and also their help manning, erecting, and dismantling our display. Those present were -

Merv and Dawn Thompson, Tony Hall, Paul Redman, David Clark, Alan Naber, Harold Perry, and Peter Wells.

REMOVING COTTER PINS

Cotter pins can be real demons to remove sometimes, especially if they have been in a bike left out in the weather for some time. I had one of those recently on a bike that had been living in a shed subject to the vagaries of the elements for several decades, and it only came out after several minutes of hard hitting with a heavy hammer and a brass drift. And I had used a solid block of jarrah under the crank so that I was hitting on something solid.

The secret in removing cotters without damaging them is to loosen the nut until it is flush with the top of the threads, use some spray such as CRC, leave it stand for a few minutes, then, with a solid block of wood under the crank and firmly on the floor, use a drift, (preferably brass) and give a good hard hit. The cotter pins should then move down until the nut touches the crank. Remove the nut and gently remove the pin using the drift. You should be able to re-use the cotter and nut.

I have drilled a 3/8inch hole about 3/4inch into the wooden block close to one edge so that the cotter pin fits into it, thereby helping to support both the block and the crank, and making it easier to strike the drift. On the chain wheel side make sure that the drift clears the chain wheel teeth by at least 1/2 inch, or you could finish up with damaged teeth.

The cotter should be fitted so that the nut is uppermost when the crank is facing towards the front of the bike. Retighten the nut after the bike has been ridden at least a mile.

LEFT, RIGHT, LEFT, RIGHT, LEFT

No, it's not the Sergeant Major on parade, it's a club member trying to figure out which way to turn a part on his bicycle which needs attention. Those pesky left hand threads can be quite confusing at times, but these notes may help you out.

If you are removing a rear hub from a wheel, it pays to remove the sprocket or cluster assembly first, also to loosen any removable bearing cups or assemblies. Fixed sprockets on older hubs have right hand threads, their lockrings are left handed. Incidentally, centre bracket lock rings can be used on modern hubs if you want to fit a fixed sprocket, since they have the same right hand thread.

Centre bracket fixed bearing cups are all left hand threaded, except for some Italian machines.

Left side (adjustable) centre bracket cups are always right hand threaded.

Pedals are simple, left hand pedals have left hand threads, right hand pedals have right hand threads.

Eadie Coaster brakes have removable bearing cups, left hand threaded on left side, right hand threaded on right side. Likewise Sturmey Archer hub gears have removable cups, with similar configuration to Eadie Coasters. There are some left hand threads on BSA hub gears, but I am not familiar with them.

Although they have nothing to do with left or right hand threads, the locking lever on quick release hubs should always be fitted on the left side of the bicycle.

FOR SALE

The Club has a number of new self aligning type head bearings available. These were common on English and Australian bikes until the mid 1950s. Contact Peter Wells for more information.

CHRISTMAS PAGEANT SATURDAY 10TH DECEMBER

Parking West End Langley Park – PASS ONLY

Assembly Point – Esplanade, 6.30pm

ALL PARTICIPANTS BRING YOUR OWN WATER -
THE SAME ROUTE AS LAST YEAR WILL BE USED.

CHRISTMAS WINDUP – NOVEMBER GENERAL MEETING MONDAY 21ST

BRING A PLATE BYO DRINKS

THERE WILL BE A RAFFLE

CALENDAR OF EVENTS 2005

Nov 21st Monday – General Meeting – Christmas windup

Dec 10th Saturday – Channel 7 Christmas Pageant

NOTE NO DECEMBER MEETING

CALENDAR OF EVENTS 2006

Jan 16th Monday – General Meeting

Jan 22nd Sunday – Ride. Meet Burswood 8.30am for 9am start.

Feb 20th Monday – General Meeting

Feb 26th Sunday – Safety Bay Ride

March 10th-19th – Bike week. Details later

March 19th Sunday – Guildford Fair Display

March 20th Monday – General Meeting

April 9th Sunday – Gosnells Museum Display

April 17th Monday – General Meeting

April 23rd Sunday – Club Ride. Details later

May 15th Monday – Annual General Meeting

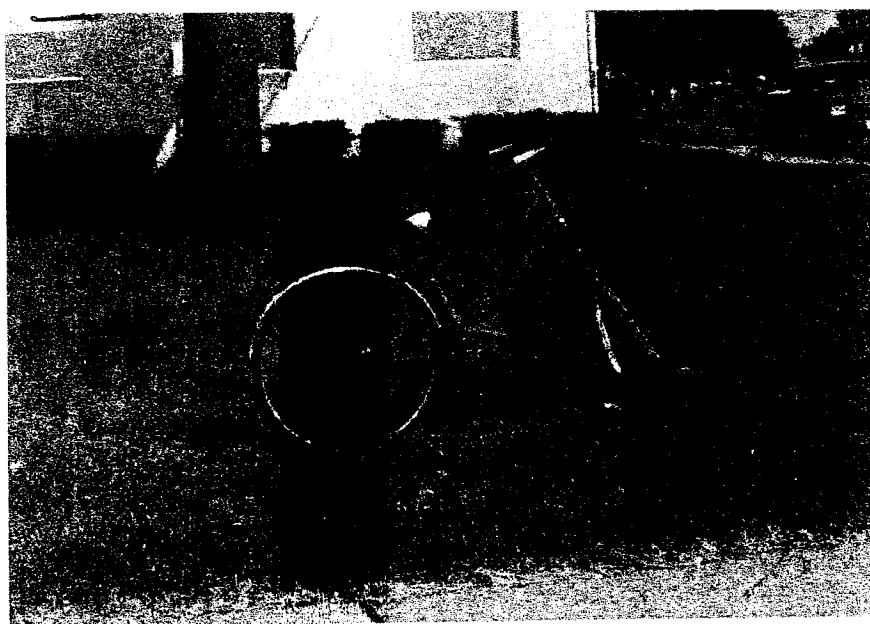
May 28th Sunday – Swap Meet 8am start 6B Hickey St Applecross

June 19th Monday – General Meeting

June 25th Sunday – Club Ride. Details later.

SEASON GREETINGS

We wish all our readers a Merry Christmas, and a Happy New Year. May all your cycling be downhill and with a tailwind.



MERV'S ANSWER TO THE PETROL PRICE – IT'S HEALTHY TOO

Thread measurements

Location of bearings	English	French	Italian	Swiss
Bottom bracket fixed cup*	1.370 x 24TPI (L)***	35 x 1 (R)	36 x 24TPI (R)	35 x 1 (L)
Bottom bracket adjusting cup*	1.370 x 24TPI (R)	35 x 1 (R)	36 x 24TPI (R)	35 x 1 (R)
Left pedal	$\frac{9}{16}$ " x 20TPI (L)	14 x 1.25 (L)	English	
Right pedal	$\frac{9}{16}$ " x 20TPI (R)	14 x 1.25 (R)	English	
Headset*	1" x 24TPI	25 x 1	25.4 x 24TPI	
Freewheel/rear hub	1.370 x 24TPI	34.7 x 1	35 x 24TPI	
Drop-outs/derailleur mountings**	(French)	10 x 1	10 x 26TPI	

Observations:

- * Basic models from the TI-Raleigh group (Raleigh, Rudge, BSA, Humber, Phillips) have their own specific standards for the headset (1" x 26TPI and bottom bracket (1.375" x 26TPI).
- ** Some drop-outs have a threadless hole for mounting the changer.
- ***L = left-hand thread; R = right-hand thread.

