



Unchained

Queensland's Big Wheel News #7
12 July 2013

Welcome one and all to *Unchained* for July 2013. This blockbuster edition contains a few feature articles as well as news and events listings to keep you up-to-date and *historically* excited.

Since we last met the Mary Poppins Festival presented a supercalifragilisticexpialidocious moment for club President Shane Rush (photo next page) and August is shaping up to be a cracker with Pennys finally back in the main ring at the Ekka. Buff your brass and spruce-up the knickerbockers, there's Penny action aplenty!



L-R Kev Wain, Mary Poppins (in bronze) and Shane Rush at Maryborough Qld, 30 June 2013



Shane Rush receives the King's honours (30 May 2013)

Your executive

President: Sir Shane Rush (email) im2tallau@hotmail.com

Treasurer: Max Robbie (email) max@metalsignlabel.com.au mobile 0412 720 748

Online Co-ordinator: Aaron Wray aaron_wray@hotmail.com

Secretary: Janine Prince janine.e.r.prince@gmail.com mobile:0418 116 870

Memberships

2012-2013 memberships have now concluded.

New fees will be set at the next meeting (3rd August) and will increase to include insurance costs and other fixed costs.

Newsletter

Submissions accepted.

This newsletter is published by the Qld Penny Farthing and Historical Cycle Club Inc. on an *ad hoc* basis. All issues of the newsletter are available online at

www.janineprince.com/unchained as well as at the clubs new website

www.QPFAHCC.com .

Please send articles, reviews, photos and ideas etc to janine.e.r.prince@gmail.com

Website

Now growing steadily week by week, our website is up and running.

www.qpfahcc.com please send submissions and material to Aaron.



Join us on Facebook! The open group is “Penny Farthing Brisbane Chapter” and is where we share news and photos about historical bikes.

<https://www.facebook.com/groups/219184674781035/>

News

- ⌚ The 2013 *Tour de France* is underway celebrating the centenary edition! Too young to have been contested by Pennys there is no doubt that early riders' steeds would nonetheless qualify as of *historical* interest to club members.
- ⌚ On Friday 21st June, Brett and Shane met with **Victoria Newton** (the State Member for Sandgate and a supporter of the club) in order to further discuss holding an event in Sandgate on 23rd & 24th November (as mentioned in previous editions of this newsletter). The meeting was informal and several elements of the weekend were discussed, however no events were agreed upon. **The idea of a weekend carnival really is a large undertaking and must be done with full support of the membership.** Topics discussed included: A "hall to hall" (Brisbane Town Hall to Sandgate Town Hall) race, a parade ride in Sandgate, the traditional Penny Stack (accompanied perhaps by stalls), a ball/ dance and dinner, incorporating a Sandgate heritage weekend (inviting other clubs to attend). Brett's inspiring vision is to have Penny Farthing races in Sandgate, with a weekend of events strong enough to attract interstate and even international visitors. As we are just starting out, we shall not mention the word "race" this year, and we will start with a small manageable weekend of events. Victoria Newton is supportive of us in holding this event in Sandgate. If you are interested in leading, or assisting with this event, please let the President know ASAP by either a phone call or email.
- ⌚ A small archive of material from the last incarnation of the club has been found during a clean-up and handed on to us. The question now is how best to preserve and share these old clippings and newsletters? Perhaps a point for discussion or an opportunity to add some historical matter to our website when it is ready.
- ⌚ Preparations are well under way for the "Pushies Galore" event at Holland Park in July. The event is held at the Holland Park Bowls Club grounds on one of the older greens. It is a fun day with a large 'show and shine' area to look around, a swap meet, and of course some information stands (where we will have a presence). Please do come by on the day and say hello. It is a great day for sharing stories and enjoying the range and creativity of bikes and their owners.
- ⌚ Club jerseys – we had a delay when placing the order due to the unexpected difficulty of international currency exchange. However the money was eventually successfully transferred by our Treasurer Max Robbie to the manufacturers in New Zealand and we shall provide an update on expected delivery time as soon as it is available.





Brissy to the Bay by Shane Rush

The MS Brissie to the Bay Ride was on Sunday 23rd June, a cool, fine winter morning. I met Lyle & Kaye for the 10km ride, Lyle on his newly acquired Rover Safety, and Kaye on a German made Rixe (circa 1950s) and I was on my Penny Farthing.

The start was slow, and it was not until we got past the timber walkway near the GOMA art gallery that the pace picked up slightly. I had to duck as I rode under the Kurlipa bridge. Along the way we started to talk to Wayne, who was riding a BSA folding WWII army bicycle, and dressed in an inconspicuous army uniform.

We stopped and had a quick rest at the half way point, letting the road clear a little in front of us. The return ride was less congested, giving us the opportunity to relax, enjoy our velos along the flat riverside route and chat to Wayne about his war cycle collection.

We saw one of the youngest riders (at a guess 4 year old) with her mother pushing her along, and the police motorcycle trailing behind patiently. A few other members completed the ride on Safety bicycles, I bumped into Chris Hindes at the finish line, and I heard that Janine and Clayton completed the 100km ride with Janine's sister.



Malvern star "Coronation" chain ring



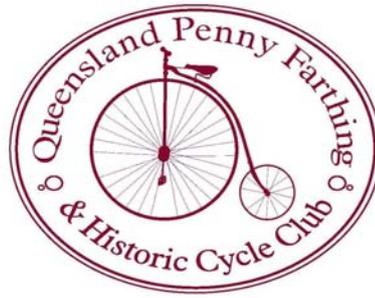
The logo of the previous incarnation on their (lycra) club jersey

Searching for a logo

It is a truth universally acknowledged that a sporting club with members must be in need of a logo.

Some of the inspirations





Max Robbie



Shane Rush

A visit to Lyle and Kaye's place

15 June 2013 by Janine Prince

Tucked away in the bucolic beauty of Karalee in the Ipswich region, Lyle and Kaye have established a small but closely curated collection of vintage and historical bikes and accessories.

It was a beautiful, sunny morning which showed the bikes off to their best. Unfortunately I was too busy having fun to take notes or more than one photo! Perhaps some of our more diligent members could provide a better overview of the collection. I just remember going "LOOK AT THIS!!" a lot. And sighing a little enviously.

Lyle and Kay who put on a generous spread of morning tea to greet us all and then very patiently explained all kinds of things about absolutely everything. Their home is bristling with bikes and it wasn't hard to enjoy the pleasure they have in their collection.

I'm sure at some point we had a meeting, but what I remember about the afternoon is watching the variety of birdlife while I nursed a perfect cup of tea and tucked into a stonkingly good BBQ that they laid on as well. I had a wonderful time, it felt like a mini-holiday!

It was a lovely day and I appreciated the friendly generosity with which Lyle and Kaye handled every element of our visit to their home.

But wait there's more!

They've also made this beautiful sign for our display stalls. Amazing! Thank you!



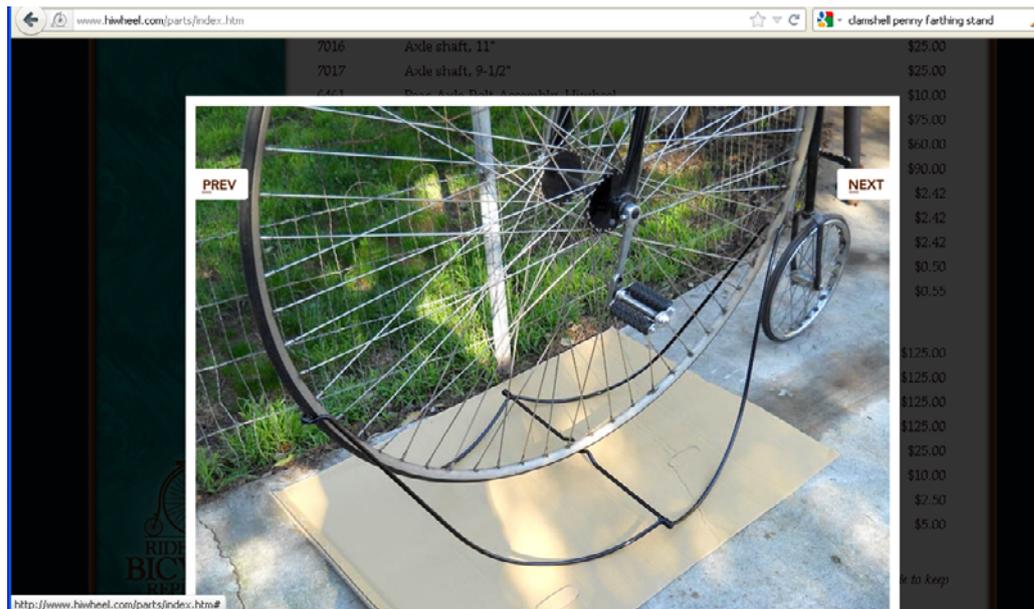
Standing proud

The only thing better than owning beautiful bikes is being able to occasionally show them off. That's a lie, we like to show them off **all the time**. That's why very shortly after you have more than one bike, you also start eyeing up the stands that people use to keep them off the walls at home and standing proud at displays.

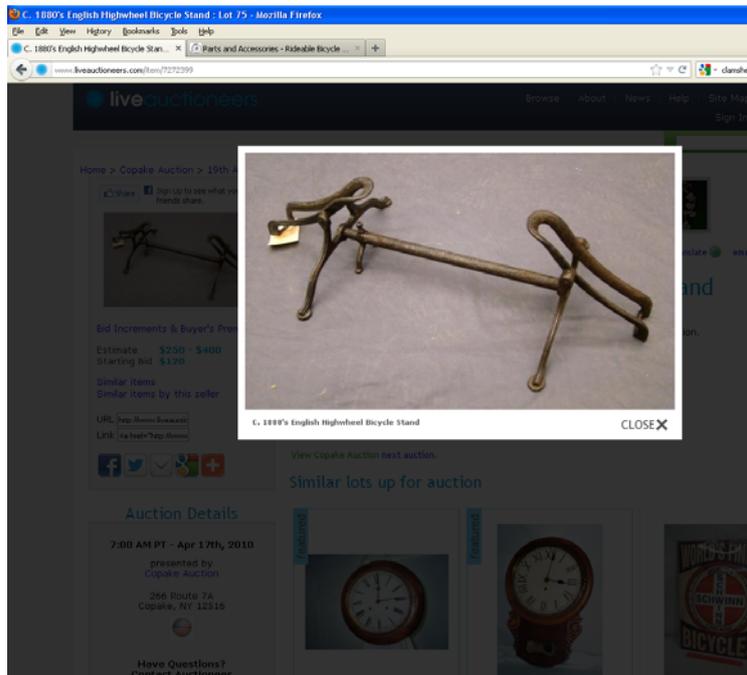
Aaron very kindly put together this collection of photos to illustrate some of the different types of stands that you'll see around the place or can make yourself.



Clamshell design reproduction by Rideable Bicycle Replicas.



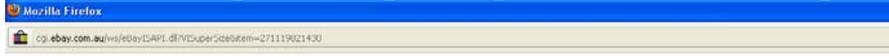
Circa 1880's English Highwheel bicycle stand. Cast iron, self adjusting, good condition.



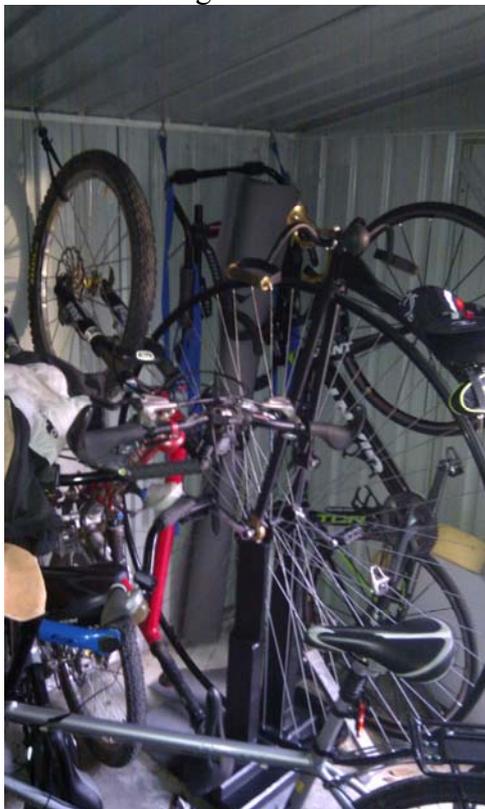
Andrew Koschmann stand holding it upright. The penny balances on it.



Brett's stand using the bearing housing to hold the bike off the ground.



Aaron's penny stand a little hard to see but it's in black under the penny 😊 similar theory to Brett's use the bearing housing to hold the penny off the ground. I also use for wheel truing.



Events Calendar

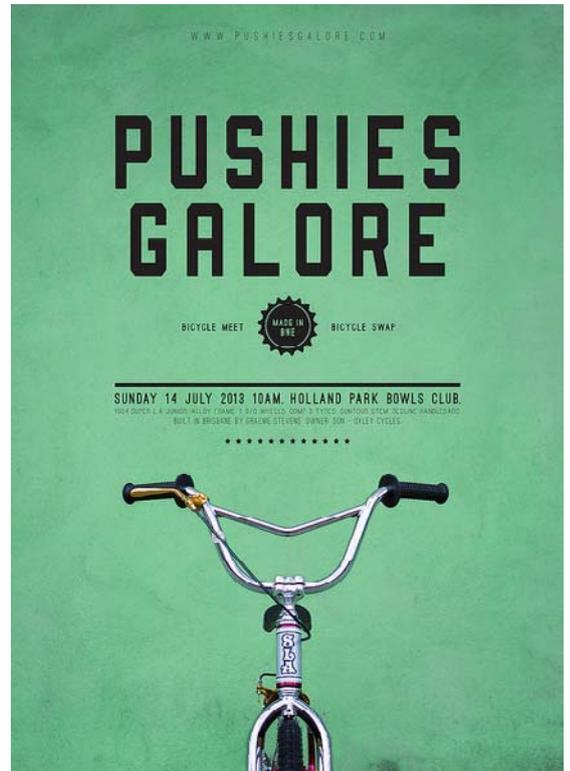
July

Sunday 14th Pushies Galore 10am to 2pm
Holland Park

Club information and membership stall and bikes entered into the show and shine – short display ride around midday. Small entry fee of \$2 for the event. Please do come by on the day and say hello. It is a great day for sharing stories and enjoying the range and creativity of bikes and their owners.

<http://www.pushiesgalore.com/events/pushies-galore-2013/>

Holland Park Bowls Club, Abbotsleigh Street,



20 & 21st Burrum coal discovery festival

This festival is celebrating the sesquicentenary of coal discovery in the Howard/Torbanlea area of Howard in the Fraser Coast. A street closure (The Old Bruce Highway) with a parade, period costumes, entertainment, events, etc. (which day not yet clear) with much historical fun to be had.

Some billeting accommodation may be available for those interested in attending (and room for camping/vans).

See Mark Pearce at a club meeting, call on 07 4129 4889 or email via markgpearce@yahoo.com.au for more details.



27 & 28th the 32nd Annual Pioneer Rally and Craft Display

9am to 3pm both days, 193 Rifle Range Rd, Pimpama Qld, 4209 (exit 49 off the M1). Hosted by the South Coast Restoration Society, the club has been invited to attend this event.



L-R Paul "Stand and Deliver" Beukleman and Shane "You'll never take me alive" Rush at Australiana Day 2013

August

Saturday 3rd Club Annual General Meeting (AGM)

11am, venue is Max's Place 15 Jules Avenue, Rochedale South 4123. Ride before hand - check facebook and emails closer to the time for details. Please bring a chair if you can and a plate of nibbles to share.

10th & 11th Noosa Strade Bianche Retro Bike Ride.

Entry is free. Bike must be a pre-1990 steel frame bike (NO CARBON). The route is a 115 kilometre loop from Noosa marina. Riders must be prepared to manage all reasonable mechanicals (punctures). In the spirit of *L'Eroica*, this ride is on gravel roads and encompasses food stops.

<http://www.noosa-stradebianche.com.au/participate/>

Saturday 17th The Ekka - Parade and display

Two amazing events on the one day.

Costume/period attire or club jersey is mandatory.

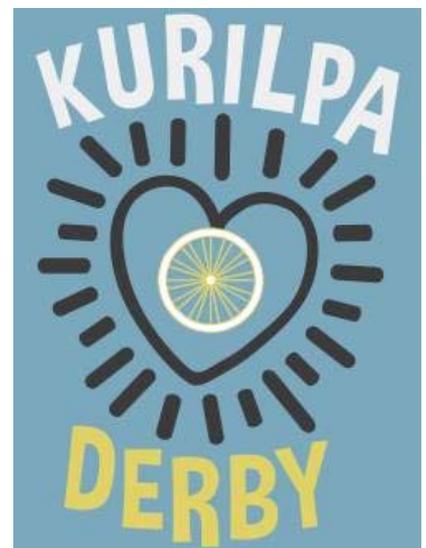
September

Sunday 1st Logan Village Settlers' Day

10 am parade through the streets of Logan Village and finishing at the Logan Village Green in Wharf Street.

Sunday 1st Kurilpa Derby

The 6th annual Kurilpa Derby parade.



Saturday 7th 2013 Club general meeting

Venue TBC

Sunday 15th Degan racecourse family fun day

Celebrating the 60th Anniversary of the track. It is a period event and an opportunity for a stand or display. More information on the way (1940s period).

28th & 29th Gold Coast Festival of Cycling

Not a very Penny-friendly event, but a major date for safety cyclists due largely to the "Robbie McEwan's Grand Fondo" on Sunday 29th. The Grand Fondo is a 117km cycling tour for the enthusiast (not a race) across the Gold Coast Hinterland. There is also the 50km Piccolo Fondo or 25km Tourist Course.

October

Saturday 12th October 2013 Club general meeting

Venue TBC



November

23rd & 24th Qld Penny Farthing and Historical Cycle Carnival *(proposed - all elements are under discussion)*

Saturday

Morning street parade- Vintage bikes and riders in period dress. Pedestrians in period dress. Local vintage car and motor cycle enthusiasts' may also fit the occasion.

Afternoon (or at conclusion of parade) penny stack followed by photography and presentation of awards for "best presented rider and bike".

Sunday

Race day and recreational rides! Options include:

- 🚲 Hall to Hall ride/race. Brisbane- Sandgate. Lord Mayor to start, Victoria Newtown to greet finishing riders. (Brisbane to Sandgate was a well-worn track in the 1800s)
- 🚲 Sunday peninsular loop road ride
- 🚲 Century ride. Sandgate to Landsborough and return (Old Gympie Road)
- 🚲 A series of races on the streets of Sandgate.

As road closures are the main expense, routes under consideration for the first year work on minimal road closures and the use of volunteer marshals. This event does not need to be a huge blockbuster right out of the gate. It might be best to start with a single day and a simple parade and stack. Over time as the club grows and the profile of the event is able to draw more sponsorship, it will be possible to build complexity and add elements. Better to do something a bit bigger than the stack and do it well.

December

Club's birthday celebration

2014 Date claimers

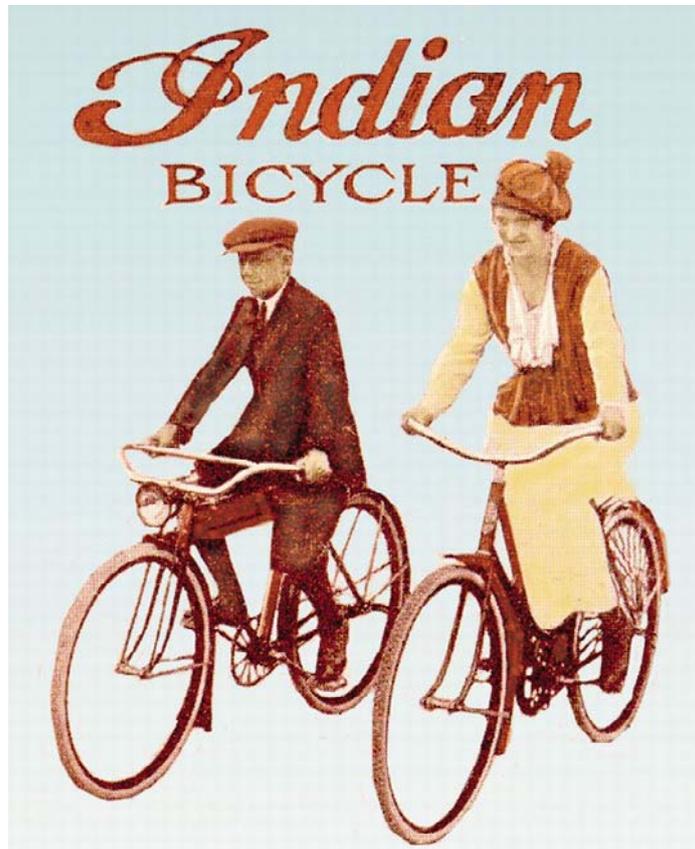
February 21 - 23 Evandale championships



2014 TAFE course: new model on offer



With thanks to Paul Beukleemann

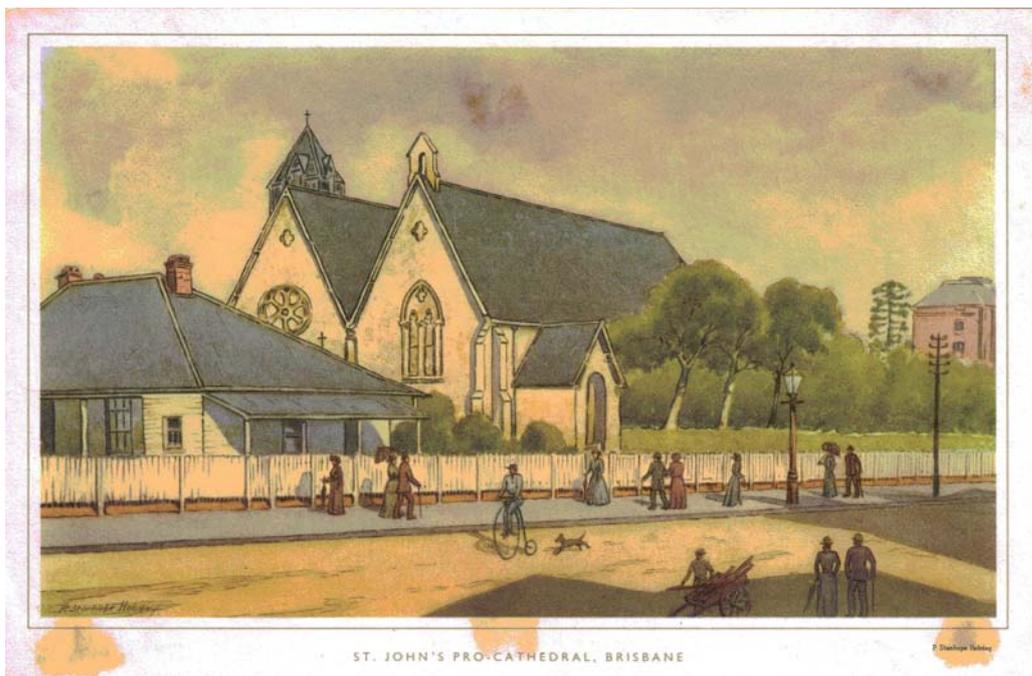


Some Queensland History

From Brian Rough



Believed to be of Brisbane during the 1893 floods, and shows an early safety cyclist.



A painting by a Brisbane chap named P Stanhope Hobday.

The club's Annual General Meeting (AGM) will be on **Saturday 3rd August** and nominations are open *now* for all executive positions.

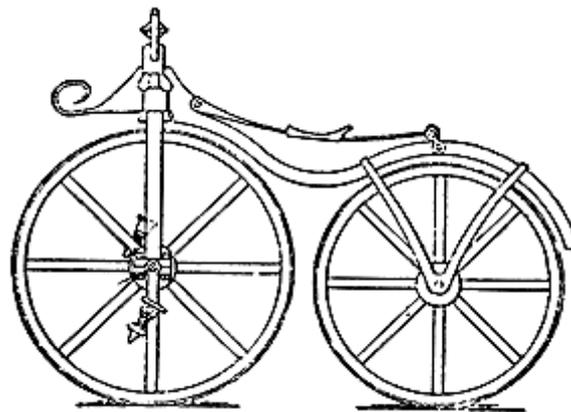
Have *you* thought about holding office in the club?

Borrowed and amended, with many thanks, from Brian Rough based on his years of service and experience.

Many of us have served on a number of management committees, some effective, others less so. Generally, management committees have traditionally been formed from those interested enough to turn up on the day, who sometimes enthusiastically (and sometimes reluctantly) accepts nomination for office. Maybe it is time we, as members of a large and interesting fraternity, widened the base from which we select our executive. Maybe it's up to you to help make that change.

Being an office bearer involves having a shared sense of purpose regarding our aims and objectives; providing direction and leadership; taking collective responsibility; dealing with compliance issues; and being accountable to members and stakeholders. It's not any easy task.

A club that works as a group of individuals may well cease to function efficiently. It must operate as a team, drawing on the skills and talents of each member, and work toward common goals that will ensure the organisation's success. There should be a commitment to the aims and objectives of the organisation, a basic common philosophy that is supported by all office bearers. This can give a club a sense of purpose, which in turn may translate into leadership.



LALLEMENT'S VELOCIFEDE, 1866.

Many people choose to get involved because they want to give something back to their community, support the cause, or even because they recognise that the work can bring benefits to themselves. The executive must have the right mixture of skills, abilities and experience. It needs people who are able to understand their role and to meet their responsibilities.

Members with skills in a range of areas including project management, community engagement, advocacy and networking, financial management, fundraising, negotiation, communication, event organisation, to name just a few, should consider nominating for an office in the next election.

Ideally you would commit to preparing for and attending meetings; have a good understanding of the organisation, what it does and how it does it; are not afraid to ask questions; agree to stick to the majority decision; support your fellow office bearers; and act as an advocate for the club.

Individual committee members should have a sense of what they are trying to achieve throughout the year as a group rather than just 'muddling through' from one committee meeting to the next. A good committee will need to be able to make decisions about a wide range of issues that may include policy, market research, planning, event organisation, managing staff or volunteers, budgeting and sponsorship. There are also expectations that a committee should be proactive in respect to any legislation (proposed or existing) that impacts on our members.

Any management committee needs to be able to:

Lead

Be enthusiastic and work from an informed and well-researched knowledge base which includes a subcommittee or working group structure, clear and concise reports and wide representation of stakeholder opinions. Regularly communicate both the vision and the detail to members and other relevant stakeholders.

Plan

Examine alternatives for action and decide on appropriate directions according to the purpose, philosophy, culture and budget of the organisation. Determine relevant policies to guide the implementation of organisational plans.

Organise

Ensure that plans are implemented, achievable objectives are agreed to, suitable strategies are designed to ensure satisfactory progress, and operational stages are implemented and evaluated. Ensure that resources (people, equipment, money) needed for these to be achieved are provided.

Control

Be responsible for defining expectations and requirements, and taking appropriate action to ensure that the outcomes are achieved.



Short descriptions of the roles of the executive positions

The President chairs the management committee and will also play a major role in the club's meetings. Under the model rules, the President is required to chair all meetings they attend. If the President cannot attend a meeting for any given reason, another member of the management committee can be nominated as chair.

The Secretary is primarily responsible for managing the records of the club. The Secretary will also:

- take and keep of minutes for the club's meetings
- keep the register of members
- take nominations for the management committee
- provide appropriate notice to members for meetings
- call and convene special general meetings
- arrange the meeting venue and prepare the agenda
- coordinate any correspondence or reports to be presented at meetings
- circulate the minutes of meetings to members
- complete any actions arising from meetings that require correspondence
- receive all incorporated association correspondence and bringing urgent matters to the attention of the President or Treasurer if necessary.

The Treasurer is responsible for the financial management of the incorporated association. The Treasurer will:

- keep and maintain an asset register for the incorporated association
- manage the petty cash balance and ensure the petty cash book is kept up-to-date
- keep all documentation for payments made including receipts, invoices and statements
- keep and maintain the club's deposit and cheque books
- ensure that all payments are approved or ratified by the management committee and that they are recorded in the minutes
- keep all financial records in Queensland
- keep either a receipt book of consecutively numbered receipts, or computer system records of them.



Newsletter submissions welcome

Please send your articles, reviews, photos and ideas etc in to share in the newsletter.

janine.e.r.prince@gmail.com

This newsletter is published by the Qld Penny Farthing and Historical Cycle Club Inc. on an *ad hoc* basis. We aim for monthly, but sometimes life intervenes.



“Quest for speed” by Andrew Ritchie - Book review

(This dazzling review is reprinted from the interwebz where it was first published on Friday 18 November 2011 by [Leslie Reissner on the PEZ cycling forum](#). Due to space constraints, many wonderful photos have been omitted, I highly recommend reading it online. An extra incentive is the link through to the author's site for easy purchase! Ed.)

When recently asked whether he was a racing cyclist in the style of Irish classics hardman Sean Kelly, up-and-comer Edvald Boasson Hagen professed to having never heard of Kelly, a major star of the 1980s. Although history is usually cherished by cycling fans—the oft-cited story of Eugène Christophe and the blacksmith's forge at the 1913 Tour de France comes to mind— at some point things become so distant as to be seen as quaint and irrelevant to the modern world and our interests. Or terrifying, judging from how high you can fall on your face from a high-wheeler.

Handlebars and Handlebar Moustaches

Much credit is due to historian Andrew Ritchie for his fascinating book, “**Quest for Speed: A History of Early Bicycle Racing 1868-1903**” which not only describes what was to become the foundation of our organized sport but provides insights into the attitudes and aspirations of what we would like to consider a more innocent time. The travails of the book's cyclists, as ardently dedicated to the sport as any today, are remarkable and come alive in this thoroughly-researched but highly readable and extensively illustrated work.



Dr. James Moore, in later years, winner of the Paris-Rouen road race, with the bike he rode to victory.

There are three periods covered in “Quest for Speed,” beginning with the era of the bone-shaking velocipede to the elegant and dangerous high-wheeler or ordinary and then on to the safety bicycle, with its final technological leap to pneumatic tires. To a large extent the technological progress of the bicycle was due to a combination of racing and commercial interest as for the first time

an individual sport requiring significant outlay for equipment had come into being. It was the beginning of an era of leisure when sports became organized and public interest in football, cricket, boxing, walking and other athletic endeavours grew rapidly.

Although much pioneering effort took place in France, including the first notable bicycle race in 1869 from Paris to Rouen (won by an Englishman), as the velocipede craze expanded it quickly made its way to the United States and then to Britain, which are the focus of the majority of "Quest for Speed." For many, the thrill of modernity in the 1870s was to be found in an indoor cycling arena or, soon enough, outdoors on a track.

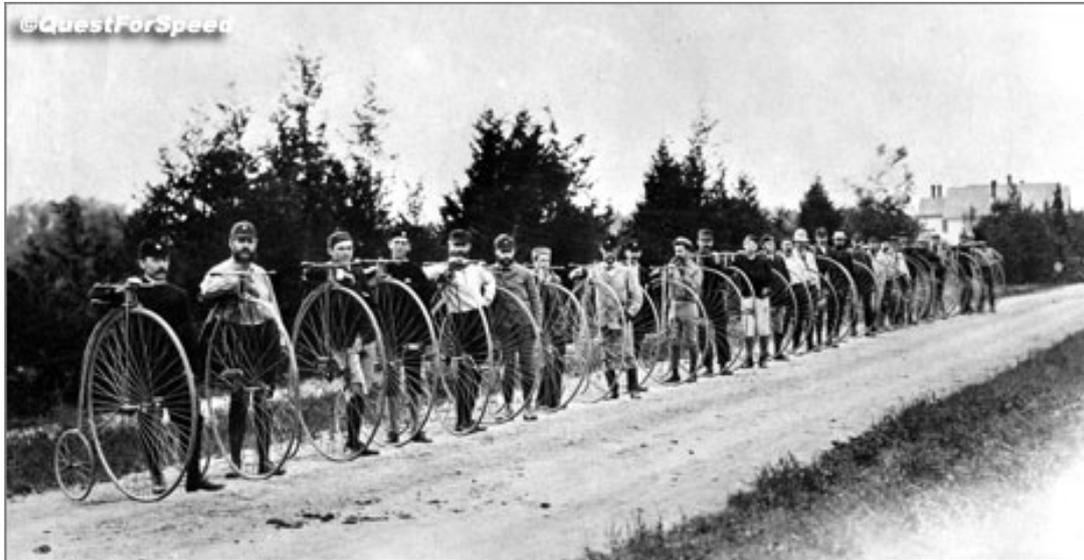


The high wheel bike was not for sissies.

According to the author, within a year of the introduction to England, 2,000 admission-paying spectators were commonly counted at tracks and a circuit of star riders had already been developed. Manufacturers in Wolverhampton, Manchester and Birmingham and other bicycle-making cities became involved. The advent of quasi-professional racers meant that manufacturers had critical and demanding consumers, a source of valuable feedback in the technological advancement of the product.

Of course, with organized events come rules. Those critical of the UCI's regulations today might be impressed by the attempts to regulate bicycle racing at its origins. One of the great struggles was in the categorization of racers as "amateur" or "professional," a problem that was to bedevil the sport for several decades and had serious implications on the growth of pro cycling in Britain and the United States. In these early years in Britain there was an attempt to maintain class structure. In 1871 "amateurs" were gentlemen who took no money for their wins; "professionals" were,

originally, not people who lived solely from race wins and sponsorship but people with occupations, such as mechanics or labourers, who were deemed by their livelihood as having a physical advantage over the softer university types. They were required to race in separate events, saving the risk of anyone being defeated by a social inferior.



Wheel around the hub.

The fun and games were accompanied by significant advances in technology. From the crude and startlingly heavy velocipede, often one step up from blacksmith work, the lightweight, hollow-tubed highwheeler was born, which dominated the sport from about 1874 to the later 1880s. It was considered to be on the absolute cutting edge of sport. “In addition, it was dangerous on road and track for serious racing cyclists and for those who rode merely for exercise and pleasure.”

There are fascinating portraits of the stars of early bike racing from Britain and the United States. My favourite is the account of the Hon. Ion Grant Neville Keith-Falconer, an aristocratic Cambridge University student who raced high-wheeled bicycles for eight years from 1874 to 1882, breaking numerous records (including the famous Land's End to John O'Groats ride).

Although an amateur, with special permission from the governing Bicycle Union he was allowed to compete against a professional racer, John Keen, in several matches. One writer described Keith-Falconer as the ideal gentleman amateur who “carries his honours with charming modesty” and who participates in an “amusement” rather than a sport. An Arabic scholar, linguist and fervent Christian, Keith-Falconer quit cycling suddenly and became a missionary in Africa, dying in Aden at age thirty of a tropical fever. It all sounds rather 19th Century-ish



Affluent tourists.

The growth of the sport in the high-wheeler era was impressive and by 1874 nearly 100 races were recorded in Britain as cycling moved “from a kind of show-business entertainment into a formally constituted and recognized sport and pastime.” It had “a well-defined club structure, championships, record-keeping and record-breaking. It was recognized as a specialized athletic activity, with specific training need and priorities. The sport was supported by an important manufacturing industry and had its own specialized weekly and monthly press.” It sent out lobbyists and was the focus of interest in the mainstream press. In 1878 the Bicyclists’ Touring Club was founded for those cyclists who were less interested in using their machines for racing and which, by 1889, claimed to be the largest athletic organization in the world.



Zimmerman, the first official world champion: 1893.

The United States was becoming the other major cycling nation, with activity predominantly focused in the Northeast and the book describes in detail the effect of visiting European professional and the growth of cycling “meets.” Cycling was highly social in nature. Clubs had distinctive uniforms and cyclist often wore medals as they executed complex patterns, sometimes to bugle signals.



Club members.

The author may focus on Britain and the United States, but he also covers the growth of cycling in Continental Europe. Although many of the organizational structures were carried over from Britain, France began to move in a different direction in respect to its treatment of riders, allowing amateurs and professionals to race together. Racing on roads was considered an excellent public spectacle at the same time that British organizations were trying to keep races off of roads for fear of public and official opposition. The emphasis on track racing and hilariously discreet time trialling meant that British road racing never had a chance to develop in the continental style and as the great classics races began to appear in Europe, Britain, the birthplace of some much cycling technology, had no equivalent.



Paced racing – the true search for speed.

As indicated by its title, “Quest for Speed” is about racing but with the advent of the fastest version of the bicycle, the safety bicycle with its chain drive and equal-sized

wheel, in 1885 (followed soon after in 1887 by the invention of the pneumatic tire), the bicycle became useful to someone besides athletic young men with some disposable income, allowing participation in cycling by older people as well as women. Bicycles could now serve a utilitarian function and perhaps, as new diversions such as motor cars arrived on the scene, by 1900 were no longer seen as the cutting-edge of modernity.



Major Taylor.

Andrew Ritchie is a noted cycling historian and author of, among other things, a biography of Major Taylor. He is a regular contributor to the proceedings of the annual International Cycling History Conference (ICHC). “Quest for Speed” is a labour of love in the best sense of the word. Due to its impressive quantity of period illustrations, two academic presses resisted publishing it, with the result that Dr. Ritchie has self-published it which, with all the research and writing involved, must surely be a difficult and lengthy undertaking. There is a great deal to be learned in these pages. For example, the evolutionary route to the safety bicycle was not directly from the high-wheeler but via the tricycle. This book deserves a broad audience, perhaps even Edvald Boasson Hagen.

Novelist L.P. Hartley famously wrote: “The past is a foreign country; they do things differently there.” The story told in “Quest for Speed” of developing technology, rule-making, class conflict, international competition and sports stars, reveals a world that is perhaps not as far from ours as 150 years would indicate and that many of the issues it addresses became the foundation of our cycling present.

Quest for Speed: A History of Early Bicycle Racing 1868-1903

by Andrew Ritchie, published by the author, 2011, 497 pp., hardcover

ISBN 9781613642641

<http://andrewritchie.wordpress.com/>



Queensland Penny Farthing and Historical Cycle Club

Notice of Annual General Meeting

3rd August 2013

11am Max's Place 15 Jules Avenue, Rochedale South

Agenda Items:

2013-2014 Membership fees
Annual election of all executive

There will be a ride before hand, please check facebook and emails closer to the time for details.

Please bring a chair if you can and a plate of nibbles to share.



James Herriot once said
that enthusiasts are endearing
but fanatics are irresistible.