

Friends of the Canberra Bicycle Museum



Newsletter

Issue No. 62

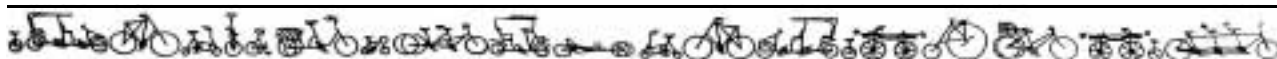
October 2006



This photo shows one of the Museum's famous bicycles which is on display at Canberra's Old Parliament House as part of an exhibition called *In the Line of Duty* which is a timeline of important moments in Australian police history from 1788 to 2006.

The bicycle, a 1920 BSA that was made in England, was owned and used by the Victorian Police Department for many years and was acquired by the Museum to complement its marvellous collection.

The exhibition runs from 26 August 2006 to 25 February 2007.



CALENDAR OF EVENTS—AUSTRALIA

2006

Oct 13,14,15 **Bicycling Australia Show**, at the **Exhibition Buildings, Melbourne**. We will be putting a display of bikes into the show and would appreciate any help for:

1. loading and set up on Thursday 12th Oct
2. being available on a roster basis during the show to answer questions and pose pref in costume. Peak times are the public days, Sat and Sun (but remember, Around the Bay is also Sunday)

Please contact Charlie if you are able to help out on this one. farren@vicnet.net.au

Oct 14 Heritage Week in the ACT. Come to Blundells Cottage (by the Lake), in Canberra, between 11 and 3 and help man our stall, or dress in period costume and demonstrate riding vintage bikes. email@canberrabicyclemuseum.com.au

Oct 15 Learn bicycle maintenance. Venue is the Bicycle Resource Centre, 3 Rosevear Place, Dickson in Canberra.\$50 fee. contact Doug Thompson 6247 7117.

Oct 20,21,22 **HERITAGE HOME SHOW at the Exhibition Buildings, Melbourne** There will be a display of bikes and the organisers optimistically would like 2 or more cyclists to ride around the piazza anytime between the following times. Did this last year and they are a good bunch to work with and very appreciative. Fri 20 Oct - 1.45pm - 2.45pm (Opening of exhibition) Saturday 21st October - 9.45am - 2pm Sunday 22nd October - 9.45am - 2pm I have made absolutely no promises that anyone would want to do this, however they are offering the Vintage Cycle Club a \$200 donation! Since the set up day is Wed 18th I'm hoping the bikes can just stay in the Exhibition Buildings after the Bicycling Australia Show which would save a heap of effort. **Help Required.**

1. posing and/or riding
 2. minding the stand
 3. breakdown and loading on Sun late afternoon for return (in their truck) to Richmond.
- contact Charlie Farren farren@vicnet.net.au

Oct ? Melbourne **Open Day Parliament House gardens (recently restored) & Exhibition Bldgs Open Day (yes another one!)** Opportunity for a ride between the two venues. Contact Charlie Farren on farren@vicnet.net.au.

Nov 5 Celebrate Heritage in the ACT.. Come to the Duntroon Dairy, Canberra, and help man our stall, dress in period costume and demonstrate riding vintage bikes. Bring your own or borrow one from the Bicycle Museum. email@canberrabicyclemuseum.com.au www.environment.act.gov.au/heritage/celebrateheritage

Nov 5 Family Fun Day at Plympton Primary School, South Australia. Contact Pennyfarthing Cycle Club of South Australia, Alan Miller 08 83398115.

Nov 5 Pedal aeroplane and pedal car display at the Wedderburn Aerodrome Air Show. Contact the Australian Pedal Car Club for details.

Dec 1-2 Small Wheels Big Weekend Out, in Canberra. Saturday: Guided pleasant ride in north Canberra suburbs. evening: Bush Dance in the Albert Hotel. Sunday: Ride around Canberra's Lake Burley Griffin. contact Tim Levy timbo_levy@bigpond.com

Dec 1-2 Brindabella Challenge, in Canberra. Lots of events relating to riding or racing your bike. Vintage bike enthusiasts needed to man our stall.

2007

Jan 26 Pedal car display at Baulkham Hills Council Chambers. Contact the Australian Pedal Car Club for details.

CALENDAR OF EVENTS—AUSTRALIA

- Feb 10-18 The Great Tasmanian Bike Ride. Launceston to Hobart via the east coast. Contact Bicycle Victoria www.greatrides.com.au
- Feb 17 Velocipede Society Century Ride. 100 mile ride on pennyfarthings in northern Tasmania, Australia. Contact Di Sullivan 03 6391 8223 or info@evandalevillagefair.com
- Feb 18-25 Ride back from Hobart to Devonport organised by All Trails Bicycle Tours, but gets back the day after the Evandale races. Discuss with the organiser Phil McDonald 03 9645 3355
- Feb 24 Evandale Village Fair and 25th Annual National Pennyfarthing Championships. Contact Di Sullivan 03 6391 8223 or info@evandalevillagefair.com
- Feb 25 Clarendon Road Race. 30km road race coinciding with the Pennyfarthing races the day before. Contact Di Sullivan 03 6391 8223 or info@evandalevillagefair.com
- April 8-12 Ride vintage bikes to the Cycle History Conference in Geelong, Expressions of interest to Charlie Farren.. farren@vicnet.net.au
- April 13-15 Second Australasian cycle history conference, National Wool Museum, Geelong, Victoria. Contact Rod Charles rodcharles@westnet.com.au

CALENDAR OF EVENTS—OVERSEAS

2006

Oct 22 Autumn vintage bikes and retailers in Aalst, Belgium 9.30am -2pm. contact Amandt Ignace bicycleamandt@hotmail.com

Nov New Zealand Pennyfarthing races.

2007

June 6-10 International Veteran Cycle Rally : Oirschot, Netherlands. see www.ivcarallye2007.nl or contact info@ivcarallye2007.nl

June 12-15 Velo-city 2007 'From Vision to Reality' will be held in Munich, Germany. Visit www.velo-city2007.com

Aug 1-4 18th International Cycle History Conference. Tampere, Finland. markku.lahtinen@kangasala.fi

2008

May International Veteran Cycle Assoc Rally, possibly in Beaulieu, United Kingdom. see www.ivcarally2008.org.uk

TBA 19th International Cycle History Conference, at the Museum of Art of Industry, Saint-Etienne, France

Newsletter of "Friends of the Canberra Bicycle Museum"

No 62. October 2006

Editor: Neville Reece

Contributions may be sent to : the Editor, Newsletter of the Friends of the Canberra Bicycle Museum, PO Box 498 Dickson ACT 2602. Ph 02 62471363, Fax 02 62305298, email: Neville@canberrabicyclemuseum.com.au

Since 1991, issues have been published in July, October, January and April.

As from Issue No 60, email versions will be sent to those with an email address and hard copies mailed out to those without email facilities. Subscriptions are \$20. For posting overseas please add another \$5 to cover the postage costs. Paid up members can send in their business cards if a cycle-related business and it will be included in two issues of the Newsletter. Classified advertisements are also free to members, but please include the asking price for all For Sale items. Deadline for material is the 10th of the preceding month. Send an email to annemarie@canberrabicyclemuseum.com.au or send self-addressed and stamped envelope for photos and articles you wish to have returned by post. Send membership renewals, money, and address changes to PO Box 498 Dickson ACT 2602 Australia.

CLASSIFIEDS

BICYCLES FOR SALE

Vintage bikes. Excess stock from the Canberra Bicycle Museum. Check out the list on the website <http://CanberraBicycleMuseum.com.au> or email annemarie@canberrabicyclemuseum.com.au

Reproduction Coventry Rotary tricycle \$1500
brett.richardson@det.qld.gov.au

Replica pennyfarthings, built to order by Robin Willan,
214 Hazeldean Road, Christchurch, New Zealand. ph 03
3749189, email viv@aitkens.co.nz

Moultons. Michael Kater 03 5344 8296.
stackat@netconnect.com.au

Ice cream delivery trike. D. Scmitzer, Taree. Phone 02
65514902



PARTS FOR SALE

For old style vintage knicks and cycle jerseys the shop to go to is:
Episode, 175 Sydney Rd, Brunswick (03) 9380 1777

Rubber: black tyre rubber with wire spiral, size 16mm
(5/8) 4 1/2 metres \$150, 1 1/2 metres \$50. Michael
Sullivan 03 63918223

Rubber, high pressure black, solid in 25 metres rolls, 3/4"
at \$15 per metre, 5/8" at \$9.26 per metre. contact Transeal
ph 089 4516011 fax 089 4585766

Rubber, solid, in white, black, or red, grooved to fit
Velocity rims. Also backbones, rims, complete rear
wheels. Alan Sumner 02 95592781



Singer rubber inserts for
pedals, any other parts
can be made to order.
John Keay 08 8278
6863.

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woollen jerseys try Abbotsford Cycles.

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<http://www.bicycle-shop-australia.com/bicycle-shop-best-buy.html>

Pennyfarthing hub lights, King of the Road , exact
replicas, painted or nickel plated, 3 models , POA. John
Keay 08 8278 6863

Hollow rims 3/4inch any size, Fluted pedal rubber in
white and black, hollow steel rims. Westwood and
Endrick rims, variety of sizes. Old seat stems, and
handlebar stems. Paul Farren 03 98274453

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48" rim, oval hollow closed head forks complete with
bearing carriers and bearings.

60 hole front axle ready to be machined, 20" rear wheel
spoked to 36 hole hub including tyre to be joined and
fitted.

Price \$277.77 purchaser to collect. Selling for health
reasons.

Bob Hunt, Tuncurry NSW 02 6557 2832.

Other part finished forks for offer on inspection.

BOOKS FOR SALE

"Ride: the story of cycling in New Zealand" by the
Kennett Brothers. <http://www.kennett.co.nz/bikehistory/>

Over 25 years of "Human Power" back issues are now
available, and searchable, in PDF format. www.ihpva.org/wiki
or www.bikesarefun.org/ihpva, can order the CD,
free plus postage or download.

"Scorchers, Ramblers and Rovers- Australasian Cycling
Histories" edited by Clare Simpson. Pub by Australian
Society for Sports History. Order forms will be available
at www.sportshistory.org

"Cycling History 14" Proceedings of the Cycling History
Conference held in Canberra, Australia in February 2003.
\$55 plus postage 02 62471363 or research@ctuc.asn.au.
Also available in Germany from Mazi Kutschera at
info@fahrradbuch.de or in UK from Bibi Bugg, sales
officer for the Veteran Cycle Club,
101370.3576@compuserve.com

"The Ride to Modernity: The Bicycle in Canada 1869-
1900" by Glen Norcliffe. In USA \$US20 plus postage.
For other places ask Glen Norcliffe, 23 Malaren Road,
Maple, Ontario L6A 1E5, CANADA or E-mail
glenorclif@yorku.ca.

"Das erste Zweirad fuhr in Mannheim" by Hans-Erhad

CLASSIFIEDS

essing, written in German, including an insert of the complete text in English "Description of the Von Drais travelling Machine together with proposed improvements thereunto. Together with a Guide to the use of teh Machine and an Account of the Celebrated Hautsch Mechanical Carriage". \$30 plus postage

The following are obtainable from the Cycling Resource Centre, prices are in Australian dollars, enquire about postal charges. phone 02 62471363, or eemail@canberrabicyclemuseum.com.au

"A short history of the bicycle" , by Annemarie Driver, with line drawings. Suitable for school projects. \$5.

"The Bicycle and the Bush" by Jim Fitzpatrick, reprinted 2002 by Hesperian Press, WA. (soft cover) \$50.

"Bikes, Bikes, Bikes - a history", by Ken Ward. \$26

"The Birth of Dirt". Origins of Mountain Biking. by Frank J. Berto, Pub Van der Plas USA. \$22

"Cycling Canberra: a history of cycling in Canberra and region" by Barbara Malpass. Introduction by Annemarie Driver. \$18

"Penny farthing Bikebuilding. Design and Construction". notes by by Bob Hunt and John Lee. \$5

"Cycling History 12" Proceedings of the Cycling History Conference held in 2002. \$70

"Cycling History 14" Proceedings of the Cycling History Conference held in Canberra, Australia in February 2003. \$55

CD ROM of the papers and photos taken at the Inaugural Australasian Cycle History Conference, April 2005, held in Canberra. and photos of the group penny farthing ride from Melbourne to Canberra. \$25
"The Dancing Chain" second edition. \$80

An Australian cycling scrapbook from the 1930's, a very large bound scrapbook, 35x37 cm, of over 300 pages, prepared by Elton Gray of Birchgrove (Dunc Gray's brother), containing rare Australian cycling programs, flyers, newspaper cuttings and cut-down posters 1928-1938, including items personally signed by Dunc Gray (4), Ossie Nicholson and Hubert Opperman (2). Extremely rare document of early road racing in Australia and by Australians in the golden age of cycling \$3000-\$4000. Handed in at an auction in Sydney.

BIKES WANTED

Ordinary (penny-farthing) parts wanted: Backbone for Singer, Forks - any make or size (prefer original), Also, any other useful parts. David Fryer 07 3366 3344 maximalist@bigpond.com

Pre WW1 men's pneumatic safeties. David Oldham 02 62485515

Moultons. Michael Kater 03 5344 8296 stackat@netconnect.com.au

I am writing in regards of do you know anyone that sells older track cycling frames. What I am looking for is a 23 inch close set frame Reynolds 531 tubing lightweight campag ends, 15-25 years old, makes Bates, Hillman, Pnnarello, Giramondo or others. I have looked everywhere in Melbourne having no luck, plenty of rad frames, but no track ones.

Mark Brown, 281 Hannah St, Seaford Vic 3198.

PARTS WANTED

VEW (Velox Engineering Works) special continental and/or continental 32' front hubs; VEW brake callipers and levers; 15/16 gauge spokes in the range 298mm-310mm sizes. Peter Taylor, Canberra 02 62812012, 0439 829200.

Long leather saddle (Bushmans) or similar which is standard on bikes used in India (for my French chainless). Willswap hollow tapered fluted front closed head forks (various sizes). Bob Hunt, 1 Lachlan Ave, Tuncurry, 2428. ph 02 65572832

One blank flange rear 36 hole high flange "Harden" hub, one "VEW" special continental 32 hole front high flange hub. Jim Tulloch, Warilla NSW, ph 02 42951024

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REPORTS

1st European Rally – La Chaussee St Victor, near Blois, France. May 2006

Photos by Annemarie Driver

Welcome was the greeting which rang round the hall where this rally was based and the participants were made to feel very welcome indeed. UV Belle Epoque were gracious enough to open up their annual rally to all nationalities this year, and over 100 people joined them.

The first day was taken up with registration, greeting friends old and new and finding one's bearings being back again in the lovely area round Blois on the Loire. For us English the chance to cycle down the path by the river to the town, sit outside at a pavement café and enjoy a glass of wine in the warmth of the sun was absolutely wonderful – we were definitely in France! We were definitely in France as well with the food that the organisers had arranged – it was great and they worked so hard in waiting on everyone each night.

Friday saw most participants setting off in costume on their bicycles for the tour round various small villages in the area which finished with us riding down a tree lined route beside the river. We were welcomed (again) in one of the villages by the mayor and a refreshing drink. After lunch in the hall it was down to the local park for fun races and games.

Saturday started with the cycle jumble – it never ceases to amaze me that for every cycle part that someone decides they don't want there is usually someone else who wants to buy it! It continued, after lunch, with a trip to Chambord, which has to be one of the most visually stunning chateaus in the area, and the backdrop for the penny stack. I'm not sure how we managed to find ourselves at the bar usually reserved for the hoersy set but, true to form, the cyclists managed to drink the bar dry!

When we arrived back where we were camping it was a quick change of machines and down to the local park where there was a jazz and rock festival on and the remainder of the afternoon was spent chatting to friends and soaking up the atmosphere there.

Saturday ended with a gala dinner followed by dancing into the wee small hours.

A super rally, well organised and highly enjoyable. Many thanks to all concerned for allowing us the opportunity to join you.

Paul and Eileen Reid



An early recumbent brought to the Rally



A leather handbag seen on a ladies safety

CLASSIFIEDS (continued from pages 4 and 5)

BOOKS WANTED

'Bicycles in Wartime' by Jim Fitzpatrick for Jan Kralik jankralik@centrum.cz

Bicycles in Wartime, by Jim Fitzpatrick. for James McDonald, Qld 07 46381993

'Goulburn to Sydney 1902-1992, 90 years of a cycling classic' by Jack Hepher & John Drummond. for John Pascoe jpascoe@dlwc.nsw.gov.au phone 02 49605051(day) 02 49521420(ah)

REPORTS

Report of IVC Rally 2006 at Waterloo, Ontario in Canada
12 July till 16 July (hosted by The Wheelmen USA)

By Dirk Van Luchem, Belgium

Photos by Annemarie Driver

In an average temperature of 35° Celsius and a lot of sunshine we arrived in Waterloo, Canada on Tuesday July 11th 2006 in the afternoon. A very good staff of people received us at the desk of the University of Waterloo in Ron Eydtt Village. On Wednesday July 12th at 05.45 in the morning 38 braves started on the century ride in bad weather conditions. It started to rain and it never ended until late at night. Amongst them 22 did the whole century and were rewarded for that by the town mayor with a special ribbon and a metal arrow 100. One man (Ivan Krivanek) from the Tjech Republic did one lap of 30 miles on his draisine, for which he was awarded as well with the arrow. Of the 120 riders registered, 25 were from Europe and 6 from Australasia.

On the morning of the second day we all took a ride of 15 miles at St. Jacobs, a lovely Amish town, in the morning in hot weather, but no rain. After a stop at noon in Laurel Creek for a picnic we returned to base camp at Waterloo. The afternoon was occupied by the world championship races at the Waterloo Collegiate track, but under the IVCA rules. The results are included elsewhere.

In the evening at 5 pm, the annual meeting of IVCA was held in the dining area and attended by President Jan Kralik, Glen Norcliffe, Gary Sanderson, Peter Sanderson, Michael Grutzner, Sasha Kaltwasser, Urs Hangi and his wife, Anne Marie Driver, Elsie Huntington, Paul Farren, Brian Rosenberg, Sabrina Cantré and Dirk Van Luchem. At the meeting Jan Kralik presented the new president Gary Sanderson, who was elected unanimously. Sasha Kaltwasser was elected treasurer. Annemarie Driver was re-appointed as editor of the IVCA journal that will appear twice a year (one before the meet and one after). A change of rules was proposed by most of the members and will be worked out before the next meet in Holland 2007

On Friday morning there was a swap meet

at the village from 07 till 11 am. In the afternoon we could choose between 3 possibilities. A tea visit at a

(Continued on page 10)



Paul Farren of Melbourne receiving his award for completing the Century ride



Canadian High Tea in the garden

WHAT'S HAPPENING AT THE MUSEUM



Our new landscaping



You will notice that our building work is progressing (compare with the July issue photo). Our rear wall is now complete, the parking and fences are in place, our new fire stairs and exit are almost ready and it is nearly time for handover and the celebrations.

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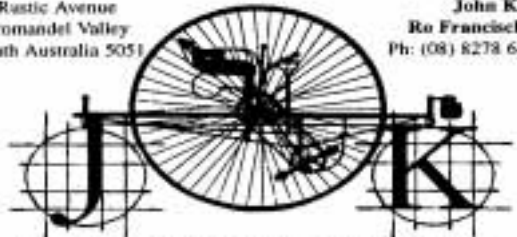
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Email: dmurdoch@motographix.com.au

REPORTS

Report of IVC Rally 2006 at Waterloo, Ontario in Canada

(Continued from page 7)

local historic village, a visit to a local brewery (which most people chose) or a quick ride for 25 miles to see a historic bridge.

Saturday morning the official photo was taken. Then a short ride into Waterloo centre to do formation and trick riding on a local parking area. At noon a picnic in Waterloo Park and at 2 pm Wheelmen games on the university campus site.

With a banquet, in German Style, at 6 pm in The Transylvania Club at Kitchener (Waterloo), the rally ended on Saturday July 15th 2006.

Thanks to people such as Glen Norcliffe, Mary Norcliffe, Ron Miller, Colleen, Dave, Julia and many others, this meeting in Canada with good weather, a lot of interesting bicycles and a lot of nice people, was a real success and deserves our thanks and gratitude.

Hope to see you all next year in Oirschot, Netherlands, Europe in June 2007.

IVCA RACES: WATERLOO, ONTARIO Thursday 13 July 2006.

Bicycle scrutineers: Paul Farren, and Tony Huntingdon.

A. Men=s Original Highwheel World Championship (1 mile = 4 laps)

Kyle Traum (USA)
James McKenzie (USA)
Nick Hufstetler (UK)

B. Women=s Original Highwheel World Championship (1 mile = 4 laps)

Cigdem Tunar (USA)
Bonnie Gabrick (USA)
Alexa Toppin (USA)

C. Men=s Velocipede (100 metres)

Glen Norcliffe (Canada)
Steve Carter (USA)

D. Women=s Velocipede (100 metres)

Diane Blake (USA)
Tammy Haley (USA)

E. Women=s pneumatic safety (2 laps)

Tammy Haley (USA)
Jennifer Gallegos (USA)
Diane Blake (USA)

F. Men=s pneumatic tire safety -post 1918 (4 laps)

Karol Lipovsky (Slovak Republic)
Ivan Pasek (Slovak Republic)
Brian Rosenburg (Denmark)

G. Men=s pneumatic tire safety - pre 1918 (4 laps)

Egon Kohler (Germany)
Larry Black (USA)
Jeff Nye (USA)



(Continued on page 11)

REPORTS

(Continued from page 10)

H. First ever Western Hemisphere Lady=s Hobby Horse Championship (100 metres)
 Tammy Hanson (USA)
 Diane Blake (USA)

I. First ever Western Hemisphere Men=s Hobby Horse Championship (100 metres)
 Ivan Krivanek (Czech republic)
 Steve Carter (USA)
 Glen Norcliffe (Canada)

J. Men=s Reproduction highwheel (2 laps)
 Larry Black (USA)
 Jiri Fala (Czech Republic)
 Kevin Thompson (USA)

K. Women=s Reproduction Highwheel (2 laps)
 Michelle Blake
 Diane Blake
 Daniella Fialova (Czech republic)

L. Children=s under 13 Highwheel Race (100 metres)
 Michelle Blake
 Andrew Toppin



This modern bicycle as used by the ACT Police Department is on display at Canberra's Old Parliament House as part of the Policing in Australia 1788-2006 exhibition which is on from 26 August 2006 until 25 February 2007.

18 The Australian Cyclist. May 27, 1897

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 Faithfully yours,
J. W. PARSONS.
 C. A. ATKIN, Chymist,
 Errol Street, North Melb.

ERNIE OLD AND HIS BIKE

Ernie Old and His Bike by Alan Payne

I recently began volunteer duties at the Canberra Bicycle Museum.

Several years ago I obtained a copy of 'By Bread Alone', the autobiography of famous veteran cyclist, Ernie Old. This is a fascinating book for anyone interested in the bicycle in Australian history and is somewhat reminiscent of A.B. Facey's 'A Fortunate Life'.

I was delighted to discover that Ernie Old's last bike (ridden by him from 1946 to 1962) had been donated to the museum by his grand daughter.

The bike is a touring version of a 1946 four star Malvern Star. It is a Sid Patterson model frame painted in maroon and blue. Sid Patterson decals are on the head tube and top tube. The top tube also has a professionally painted name plate saying 'Ernie Old'. The bike is equipped with a



matching maroon luggage rack, a generator light set, two brakes and a Sturmey Archer hub gears.

A careful analysis of the pictures in the autobiography and the bike in the museum reveal the following changes:

- Handlebars replaced.
- Front light (but probably not generator) changed.
- Derailleur gear mechanism changed to Sturmey Archer 3 speed hub gears.



Article from *The Herald*, Saturday 1 December 1984 (Yesterdays Heroes section)

Ernie proved you're never too old.

Cycling set him on road to fame

A grizzled but solid-looking old man of 83 pedalled a bicycle into Darwin late one night in July 1957, after riding from Melbourne. Unable to find a bed he calmly unrolled a groundsheet and slept on the concrete floor of the municipal depot.

"It wasn't like a spring mattress," said veteran endurance cyclist Ernie Old next morning when reporters arrived to interview him, "but it was better than what I had in the Boer War and Gallipoli".

Australia has produced many great cyclists but few of them made headlines like Ernie Old.

Turned down as unfit at 65 for service in World War 2, he worked in a munitions factory for the duration and at 70 began a series of amazing long- distance rides all over the continent.

Although he had cycled competitively in his youth it was not until his 70s that Ernie Old became a famous sporting

(Continued on page 13)

ERNIE OLD AND HIS BIKE

(Continued from page 12)

identity.

In 16 years this tough old man pedalled round most of Australia and criss-crossed all states. One of his feats was a 9650km run in 1948 from Melbourne to Melbourne via Adelaide, Darwin, Brisbane and Sydney in 56 days.

On a similar trip in 1957 when he slept happily on that concrete floor in Darwin, Ernie Old called in at Canberra on his way back to Melbourne.

The former world champion cyclist Hubert Opperman, then Government Whip in the House of Representatives, went out on his own machine to meet Old.

Oppy escorted the veteran on the last four kilometres to the steps of Parliament House. When they arrived the MP was puffing and his face was wet with perspiration.

By contrast there was not a bead of sweat on Old's brow and he looked as fresh and fit as when he started out from Melbourne many weeks earlier.

Indeed, until he retired from work at 80, Old always turned up at his job the morning after he completed one of his long-distance jaunts.

Even road accidents did not stop Ernie Old for long. Neither did the two bullets which hit him in France in 1916.

He survived seven bad spills on his trips and they had so little effect on him that he was able to celebrate his 86th birthday in 1960 by pedalling 157 km in the day.

Born near Ballarat, Victoria, on 13 July 1874, Ernest Old claimed descent from Roger Wold who accompanied William the Conqueror on the Norman invasion of Britain in 1066.

For his services Wold was granted land in Cornwall and later the family changed its name to Old, One branch migrated to the USA where ultimately one of them put his name to the Oldsmobile car.

Ernie Old's grandfather migrated to Tasmania from Cornwall in 1843. His father Thomas was three months old when the family left England.

Thomas Old grew up in Tasmania but moved to Victoria in the gold rush era. He married an Irish girl and fathered nine children.

Ernie and his twin sister Edith were in the middle of the brood. Soon after they arrived Thomas Old began farming a 130ha block at Dingee, 50km north of Bendigo.

Ernie worked on the Old farm but later he and his brothers moved to another property of 200ha their father bought near Swan Hill.

As a boy Ernie Old learned to cycle on a penny-farthing machine. Before long he graduated to a so-called 'safety' bicycle and raced in spring events at sports meetings in Dingee and Swan Hill.

Around the turn of the century, with bicycles and tyres constantly improving, cycle racing boomed as a big-time sport in Australia.

Although then at an age when many modern cyclists are finishing their careers, Ernie Old began competing in distance races and soon made his mark.

In 1901 he finished eighth in the classic Melbourne to Warrnambool road race. After serving in South Africa in the Boer War he resumed racing and in 1903, aged 29, improved to fourth in the big race.

After Ernie Old married in 1905 he and his wife Marion settled in his hometown of Dingee. There he quit farming to set up his own blacksmith shop.

Continuing to race around Dingee and Bendigo, Old - because of his record in the Warrnambool - was invariably heavily handicapped.

In the 16km races he usually contested he had to give away starts of up to ten minutes. As a result he rarely won but invariably returned fastest time.

In one race at Dingee in 1907 Ernie Old was involved in a pile-up and fractured his skull. He lay unconscious in hospital from Saturday afternoon til the following Wednesday.

He then came to quite suddenly and was sent home two days later. It was several months, however, before he felt well enough to resume racing.

There were no X-rays in those days and it was not realised he had a fractured skull. Years later when his head was X-rayed after another spill the old injury was discovered.

Meanwhile Ernie Old had devised a steel scarifier, which prepared ploughed land for sowing, He manufactured them on a small scale in his blacksmith's shop and did well selling them to local farmer.

The business was abandoned however with World War 1. Old enlisted in 1914 and went off to Egypt and Gallipoli with the 13th Light Horse at the age of 40.

As a blacksmith he became the unit's Sergeant Farrier. Then he heard the Light Horse was going to Gallipoli dismounted.

Not wishing to stay behind in Egypt with the horses, Old wangled a switch to armourer and cheerfully surrendered one of his stripes.

As Corporal Old he went to Gallipoli with 550 rifles and six bicycles to look after. The 13th moved into the recently

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ERNIE OLD AND HIS BIKE

(Continued from page 13)

captured Lone Pine trenches.

From there they could look at the Turkish trenches 200 to 300 metres away through portable periscopes.

When hit by a bullet reflecting glass in the periscope shattered. Numbers of the men were blinded as fragments of glass flew down the periscope and ricocheted off an outward sloping mirror into the watcher's face.

As a skilled metal worker Ernie Old came up with a tin shield pierced by a small peep slot. Inserted in the periscope it still provided a clear reflection while stopping the shattered glass.

After withdrawing from Gallipoli in January 1916 the 13th Light Horse headed for France. Ernie Old saw action at Armentiere, Ypres, and Pozieres before collecting two bullets at Flers in November 1916.

A long period hospitalisation followed before he was returned to Australia in February 1918, unfit for further service. Three days after his discharge he was back at work in his old blacksmith shop at Dingee.

Between the wars, as a blacksmith's work dwindled, Ernie Old kept going by making and selling scarifiers and a stabiliser he invented - which corrected wheel wobble in aging cars.

He gave up cycle racing but still rode for pleasure. When war broke out in 1939 he tried hard to get back into uniform for what would have been his third war.

Rejected because of his age Old moved to Melbourne with his wife and won a job as a blacksmith on munition work at the Government Ordnance Factory at Maribyrnong.

There he worked away happily at his anvil and forge all through the war. In February 1945 however he heard rumours that at 70 he was considered too old for his job.

Still an enthusiastic cyclist, Old rode 25km daily to and from work and pedalled long distances for pleasure at weekends. This gave him an idea and he took a day off.

Ernie Old used that day to pedal 320km, the distance from Melbourne to Bendigo and back. Setting off a sunrise he was in Bendigo at 11.30 and back in Melbourne - after delays due to storms - at 9.30 that night.

Newspapers got wind of the 70-year-old cyclist's ride and details were on the front page the next morning.

After that there was no more talk of Ernie Old retiring because of his age. He had proved a point but continued long-distance cycling for another 16 years.

He left the ordnance factory when it closed in 1946 and marked the occasion by pedalling to Swan Hill and back (720km) in three days.

That was followed by a trip to Sydney and back during which he slept each night beside the road, wrapped in a groundsheet on a bed of leaves.

Because of Old's age and the novelty of his ride his progress was reported in every town he reached by press and radio.

A huge crowd was assembled to meet Old when he arrived at Sydney Town Hall; and when the welcoming ceremony was over he promptly cycled off to begin four days sightseeing of Sydney.

He rode back to Melbourne without mishap and his whole journey to Sydney and back (1828km) took less than seven days actual riding time.

The morning after his return to Melbourne Ernie Old turned up on time at his job as a golf club groundsman.

Actually he continued to work at the club until his retirement at 80. By that time he was an Australian cycling legend.

In 1947 he completed a 1931km jaunt to Adelaide and back in eight days.

That same year, at the age of 73, Old set out to raise money for Melbourne Children's Hospital. Some 40,000 people paid to see him cycling round Melbourne's Olympic Park for 24 hours, in which time he covered 412km.

In 1948 came Old's first ride from Melbourne to Darwin and back via Brisbane. The 9650k m took him 56 days.

As Northern Territory Aboriginals he met used to say when he told them what he was doing, it was a 'proper big walkabout'.

No one was more interested in Old's physical feats than Professor Frank Cotton, the well-known physiologist of Sydney University.

When Old was 80 Cotton carried out a series of tests on him over four days. When they were finished

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ERNIE OLD AND HIS BIKE

(Continued from page 14)

the professor concluded that the aged cyclist had the physical condition of a man half his age should live to be 100.

On his 88th birthday in July 1962, his twin sister said: 'All our lives Ernie's been cycling and I've been dancing. That's how we keep growing younger every year.'

Dancing must have been better because less than a month later, on 11 August, Ernie Old died following a heart attack.

Since he began his long distance feats at 70 he had chalked up a total of 96,540km all over Australia.

Malvern Stars and ERNIE OLD
 THE WORLD'S SUPER CYCLE WORLD FAMOUS MARATHON CYCLIST

ERNIE OLD
 Celebrates 80th Anniversary on his 80th birthday 12th July 1954

SOUVENIR OF 80 DAYS' RIDE AVERAGING 80 MILES DAILY FINISHING ON HIS 80th BIRTHDAY 12th JULY, 1954

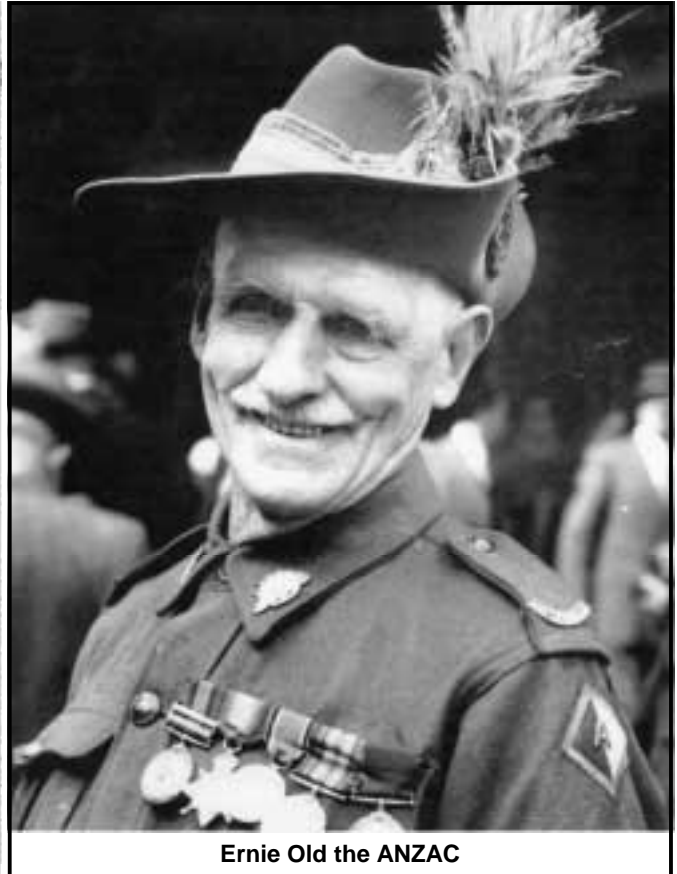
ERNIE OLD
 Celebrates 80th Anniversary on his 80th birthday 12th July 1954

1944—Adelaide to Sydney, 1130 miles, 9 days
 1946—Melbourne to Adelaide and return via Stuart
 Centre, 1120 miles, 8 days
 1948—24 hours non-stop, 200 miles
 1949—Melbourne to Sydney, 2000 miles, 35 days
 1949—Melbourne to Sydney, 2000 miles, 35 days
 1950—Melbourne to Sydney, 2000 miles, 35 days
 1951—Melbourne to Sydney, 2000 miles, 35 days
 1952—Melbourne to Sydney, 2000 miles, 35 days
 1953—Melbourne to Sydney, 2000 miles, 35 days
 1954—Melbourne to Sydney, 2000 miles, 35 days

YOU'D BE BETTER ON A "By Bread Alone" Malvern Stars

25 Smith St, FITZROY, Melbourne.
 Telephone: JA 3322.

Poster to celebrate his 80th birthday 1954 ride



Ernie Old the ANZAC



At Laura on the road to Alice Springs

(Continued on page 16)

ERNIE OLD AND HIS BIKE



Ernie Old and his son Ernest George on 8 Nov 1935



Setting out on the ride to Brisbane in April, 1949

Resources held at the Canberra Bicycle Museum referring to Ernie Old.

- Ernie Old's Malvern Star as left by him in 1962 when he was 88 years old. The bike was donated to the museum in 1996 by his grand daughter Val Grant.
- Ernie Old's autobiography *By Bread Alone* (Georgian House, Melbourne 1950).
- Poster to celebrate his 80th birthday 1954 ride (80 miles per day for 80 days).
- Extract from the *Australian Dictionary of Biography* (John Loele, Melbourne University).
- What's the Strength of Ernie Old* from the *Australian Cyclist* May 1947.
- Ernie Proved You're Never Too Old* from the 'Herald' Dec 1st 1984.
- Correspondence between the Museum and Ernie's grand daughter Val Grant regarding the acquisition of the bike.
- A Man and his Malvern Star* from *Memento* the journal of the National Archives of Australia, Winter 2006.
- Pedals, Politics and People*, Hubert Opperman's conflicting account of the arrival of Ernie in Canberra to meet the Prime Minister, Robert Menzies.

VALE TO THE LATE HARRY VINCIN

Former N.S.W. Professional Cycling League President Harry Vincin of Kangaroo Point has died on 10th June aged 92 yrs.

Harry was always active and prominent in professional cycling for more than seventy years. At the age of sixteen he commenced his racing career with the Dulwich Hill Amateur Club.

He established a cane furniture manufacturing business in Rockdale at an early age, which he continued with after his marriage to Marjorie Brown also of Dulwich Hill in 1940. He was a member of Rockdale Rotary and chairman of their Meals on Wheels program.

In 1933 Harry formed the St. George Professional Cycling Club and with the support of Jack McGrath, the then Member for St. George and Licensee of the Bexley Hotel, he established the club's meeting rooms at the rear of the hotel.

The club racing always started (and finished) in Stoney Creek Rd. Bexley adjacent to the hotel and continued along Stoney Creek Rd. almost to Lugamo, thence via Belmore and Canterbury Rds. and beyond depending on the distance of each race. St. George became the premier N.S.W. League Club under Harry's captaincy.

Harry's career included - Amateur Club Road Champion, St. George Pro. Rd. Champion four times, NSW Tandem Champion with Eric Greig. Fastest time in club races almost weekly for several years. In NSW Open Pro. Racing he usually rode from "scratch" together with many top name riders including "Fatty" Lamb, Bill Moritz, Fred Nelson, Jack Christison, Hughie Smith, Charlie Winterbottom, Jack Prinable, Alan Scott and Joe Buckley etc.etc. In open Sydney and country track racing against Hubert Opperman, Lennie Rogers, Ernie Greig, Keith Oliver Snr., Jim Beer, Deane Toseland, Bob Porter, "Bom Bom" Freebaim and many other great track specialists.

Jack Walsh, of the next generation of champion sprinters, formed a friendship with Harry over his later years. They would strongly debate for hours the qualifications of the former champions.

With Ernie Greig often and a few other partners, he was frequently the winner of the spectator appealing one hour 2 man teams races of those years, promoted at the Sydney Sports Arena or at the Sydney Sports Ground or at Lidcombe Oval at least once each month. He was invited to compete in the Six Days annual racing of those years but declined due to his business demands.

His greatest "everlasting in cycling history" performance was in gaining the fastest time in the Annual Goulburn to Sydney race which finished on the Sydney Sports Ground in 1940.. It was the only "Goulburn" of the 104 years of the race that finished right in Sydney. (All others finished in outer suburbs or fringe towns).

Former bicycle manufacturer, Jim Bundy, who rode and "worked" with Harry over the last 100 miles of the race, regards Harry as the strongest rider N.S.W. ever had at distances greater than 100 miles.

On the State Council of the League he was firstly a Riders' Representative, then President from 1946 to 1955. He then continued his active Council participation for many years as N.S.W. Appeals Board chairman

His forthright attitude, well known to the cycling fraternity, was a tremendous influence on the conduct of professional cycling in N.S.W.

Having had a triple by-pass operation by Dr. David Chang, Harry, with the assistance of cycling promoter Phil Bates, organised and fully participated in two charity bicycle rides, including a Sydney to Canberra ride together with international cyclists Danny dark, Gary Sutton, Matthew Bazzano and Ian Christison for the late Dr. Chang Heart Foundation.

The service was conducted at the Sutherland Chapel of Oisens and mourners included his wife Marjorie, their son Tom and daughters Lorraine, Frances, and Diane, also his many grandchildren and great grandchildren plus many other relatives including his sisters Nancy and Beryl and his brother Don and business associates and cycling mates from as far as Perth, Melbourne, Brisbane and Central Coast and Griffith N.S.W.

Sid. Freshwater 26/6/06 For N.S.W. Cycling Federation. (Cycling N.S.W.)

OBITUARY– DEANE TOSELAND

Deane Toseland 22 Feb 1911—20 May 2006

Article by Chris Brice, courtesy of The Advertiser, Saturday, June 3rd 2006.

'Tosey' cycled into history.

Deane William Toseland Cycling champion Born: February 22, 1911; Adelaide. Died: May 20, 2006; Adelaide

DEANE Toseland, known as "Tosey", was one of Australia's great road racing cyclists. In 1938, he was crowned Australian long distance champion after recording the fastest time riding from scratch in the 165 mile (265km) Melbourne -Warrnambool handicap classic. The following year, he was ranked Australia's No 1 road cyclist after recording a series of wins and fastest times in races around the country, including the Melbourne-Warrnambool where he set the fastest time and took line honours, a feat which had not been achieved for 36 years.

During the late 1930s, he was a member of the Super Elliott road and track team, sponsored by the South Australian bicycle manufacturer. In a 1943 newspaper article, Toseland told how bike racing took a hold on him when he was a schoolboy at Wallaroo. "I was mad on the game", he wrote. "After school at night, all the local boys with bicycles used to race across the limestone flats by the mines." Soon after his family moved to Semaphore, Toseland's father bought him a new bike and, on the following Saturday, he rode to the Rosewater Cycle Club and entered a race. Though finishing last, he impressed crack SA rider Sid Rowe, who told Toseland's father:

"That kid of yours might make a rider one of these days." Rowe later took Toseland into his training squad and he soon began winning junior events. His senior career began in 1931. Among Toseland's many titles during the 1930s were the Mt Gambier 100, the Melbourne Centenary Derby, the Gosford-Sydney Championship and the Port Pirie 62-mile race. He also set record times in a number of events, including the Burra-Adelaide, Beverley-Perth, Adelaide-Gawler and the Port Augusta-Adelaide races.

Toseland's career was halted by World War II during which he served in the Allied and rose to the rank of captain. After the war, he resumed competing for a period in road and track events and, aged 38, riding from scratch, set the fastest time in the Adelaide-Murray Bridge 50-mile race. In the late 1940s, he opened his own bicycle shop in O'Connell St, North Adelaide, and remained in business there for 27 years. A life member of the SA League of Wheelmen, he continued riding with the SA Touring Cycling Club until aged 82, his days in the saddle cut short by a fall from his bike, the resulting injury causing a loss of sight.

Deane was married to Dorrie. In 1946, the couple took a cycling holiday, riding from Adelaide to Melbourne on a tandem bike. She died in 2002, after a marriage of 72 years.

He is survived by a son, Deane , a daughter, Maureen, and their families.



Deane Toseland (second from left) at the Renmark SA track in 1938 with (L to R) Keith Thurgood, Phil Thomas and Jack Conyers.

BILL MIRFIELD AND BENNETT AND WOOD

Recently I was holidaying in Boganbar, which is just south of Tweed Heads on the far north coast of New South Wales, when I met Bill Mirfield and his wife Eunice at breakfast. I was asking Bill about the bicycles on the back of his motorhome and he told me that he used to work for Bennett and Wood in Redfern in the '50's. Here is Bill's story.

"I worked for Bennett and Wood between 1951 and 1953 starting when I was 14 years old. The factory was situated right opposite Redfern Station and next to Pizzey Shoes. There was a large sign on the front of the 2 storey building that had the famous words *Speedwell Cycles*.

The General Manager was a Bill Mason and the firm was very generous to its staff giving each a Christmas hamper for Christmas every year.

I started as a storeman working with an aboriginal fellow and did errands by bicycle such as getting parts and tools from McPhersons in the city. McPhersons was a very large hardware shop and stocked everything we needed in the way of tools and other supplies. Bicycle supplies such as chains, cogs, wheels, hubs, frame tubing and lugs, handle bars, brakes, mudguards, cranks and bearings were brought in from other manufacturers. They used to come in very heavy boxes which I had to carry.

The frame building was done on the ground floor where there were furnaces to heat the frames for brazing. Sometimes I worked with Lasho Bradley who built all the special racing frames and Niel Petersen, who was NSW and Goulburn to Sydney champion, built the racing frames too. One of my special jobs was to weld the S badges onto the head tubes—I really enjoyed this job.

Also on the ground floor was a bike parking area for employees, the office, a first aid room which was staffed by a full time nurse and the loading dock.

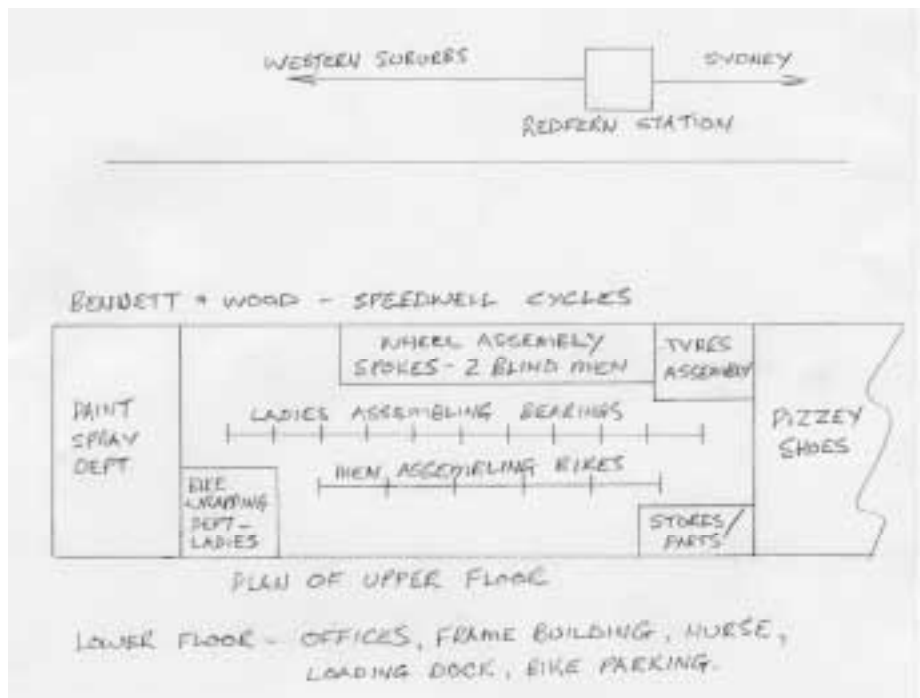
Upstairs where I mostly worked (see sketch) were the assembly lines. The wheels, all chromed steel, were all spoked by 2 blind men and then they were fitted with tyres and trued in another area. The ladies assembled all the bearings for the bicycles and men put the bikes together. Each man did a complete assembly. Bike racer Jack Griffith worked in this area. Jack Welsh was supervisor of Assembly.

The bikes were built in runs of 200 mens and then 200 ladies models.

The factory was held up in 1952 and robbed of the week's wages totalling £6000 which was never recovered. It was one of the biggest robberies of the time apparently. Despite this all the employees were still paid so they were very happy indeed.

I had my bike rebuilt at the factory after it was damaged by a fire at home. Full rebuild and paint job.

There were always an abundance of practical jokes to keep us entertained."



Bill Mirfield

Excess stock FOR SALE. Phone 02 62471363 or email canberrabicyclemuseum.com.au

No	Name	Manufacturer	Country	Year	Colour	Cond	Type	Price AUD
13	3 seater Courting cycle	RBReplica	USA	1986	black	good	tricycle	\$1,000
19	Tricycle eagle, 48"x2	RBReplica	USA	1986	black	Good	tricycle	500
22	Surry selene		Italy	1983	Red	good	multi-seater	2000
32	Super Elliott	Super Elliott	Australia	1983	Blue	vg	gents	500
39	4 seater,T Model Ford	Dennis McFadden	Australia	1983	Bla	good	multi-seater	500
53	Delivery bike, with tray	Bates Cycles	Australia	1970	blue	good	gents	500
78	Train engine, with pedals	Inner City Cycles	Australia	1984	Red	good	other	1000
82	Viking 16" solid tyres	Viking		1910	Red	fair	childs	300
91	Side by Side&canopy	Side by side Industries	USA	1978	Red	vg	multi-seater	500
97	Velociman	copy by Wayne	Australia	1984	brown	good	other	\$1,500
101	Suspension bike, home made	Glen James	Australia	1984	black	good	childs	300
119	Tandem	Glen-Eira	Australia	1980	Gre	good	multi-seater	500
129	Tri-shaw	Unknown	Asia	1920	black	good	multi-seater	2500
159	Peugeot tandem	Peugeot	France	1960	silver	good	multi-seater	\$2,000
186	Malvern Star delivery	Malvern Star	Australia	1940	Black	good	gents	600
193	Healing micro	Healing	Australia	1985	grey	vg	childs	100
195	Tandem donkey back	Bi Bici	Italy	1985	orange	vg	multi-seater	500
200	CHB Separatable	PediPower Products	Australia	1985	chrome	good	childs	100
225	Presiosa safety	Presiosa	Germany	1910			ladies	300
274	adjustable sliding frame, 18"wh	Five Rams	Japan	1986	Green	good	folder	400
276	2 seater, resembles 1920's car		France	1950	black	fair	multi-seater	500
304	Formicone Kitbike childs	Paioli	Italy	1987	silver	good	childs	200
305	2 seater, resembles a boat	Unknown	USA	1970	yellow	good	multi-seater	500
311	Three seater with canopy	Custom built	Australia	1986	Green	good	multi-seater	600
319	Delivery trike	Cleveland		1930	Black	poor	tricycle	200
366	Tri-shaw	Unknown	Asia	1950	red	poor	multi-seater	500
370	Condor trike	Toowoomba Cycles	Australia	1988	Red	vg	tricycle	500
415	Triple	custom built	Australia	1985	Blue	good	multi-seater	500
426	Dayton	Dayton Cycle Co	UK	1930	black	fair	gents	200
441	Greenspeed Tricumbent Junior	Sims, Ian	Australia	1991	Green	vg	childs	500
442	Greenspeed Recumbent	Sims, Ian	Australia	1991	Pink	vg	recumbent	1200
447	water bike, plastic wheels	Aquabike	Australia	1988	RED	good	multi-seater	800
459	Overland	Overland	USA	1940	black	fair	gents	300
463	Invalid's wheelchair			1940		poor	other	\$800
473	Huffy	Huffy Corporation	USA	1960	Cream	good	ladies	100
555	Wee-haul trailer, for goods	Turnbull, Greg	Australia	1994	red	vg	other	300
611	Cinzia foldup	Cinzia	Italy	1970	blue	Fair	folder	100
612	CHA Separatable,trick bike	China Hard Alloy Co.	Taiwan	1985	chrome	Fair	childs	100
618	Tandem donkey back	Liang Jui	China	1990	green	Vgood	multi-seater	500
619	Schwinn	Schwinn	USA	1977	red		gents	100
622	Formicone kitbike childs	Paioli	Italy	1986	silver	Vgood	childs	200
624	Swift	Swift	Australia	1959	black		gents	200
625	Speedwell	Speedwell	Australia	1972	green	Good	gents	100
631	Bike Friday	Bike Friday	USA		red	vg	folder	2000
650	tandem	Super Elliott	Australia	1970	black	Good	gents	200
655	Skate	Lerun	Australia	1984	black	Good	childs	100
662	Lewis-Argent	Lewis-Argent	Australia	1930	blue/whi	Good	gents	100
671	Bickmore	Bickmore	Australia	1960	gold		gents	50
695	Tricycle	Deko	Japan	1980	green	Fair	tricycle	250
698	Delivery trike,large	PediPower Products	Australia	1980	white	Good	tricycle	400
713	Tandem	custom built	Australia	1940	gold	Vgood	multi-seater	1500
738	Speedking	Speedking	Rhodesia	1950	black	Good	ladies	80
744	Boy's bike 24"	Rocket Cycles	Australia	1998	black	Vgood	childs	300
915	Trailmaster	Trailmaster			black	Good	childs	100
978	Oxford	Oxford	Australia		Red	fair	gents	100
981	Speedwell Multi-bike	Speedwell	Australia		White	Good	ladies	100
985	Ladies safety	Humber sports model	England				ladies	50
989	RepcO	RepcO	Australia		Red	fair	gents	100