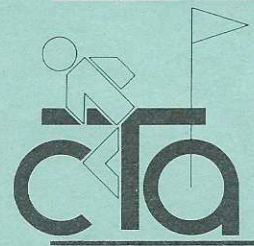
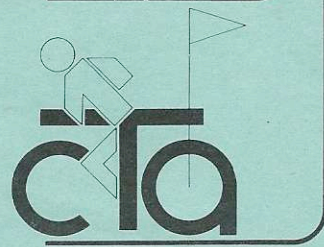
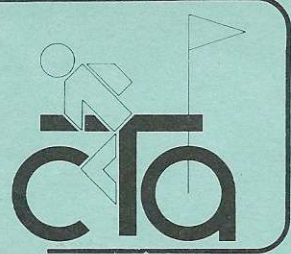


FREE TO MEMBERS



cycle touring association of w.a.(inc.)

NEWSLETTER

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Deputy Premier of W.A.

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fostering cycle touring and
protecting the interests of cyclists.

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FROM THE PRESIDENT

Cycling has certainly been in the news these past two months. Hardly a day went by without a news story, a photograph or a letter to the editor.

The most significant event must surely have been the Bicycle Planning Seminar on June 19 in the Fremantle Town Hall. Two of Australia's foremost cycle planners, Don Hurnell from Victoria and John Groves from N.S.W., spoke to more than one hundred representatives of local government, town planning, R.T.A., N.S.C. and cycle bodies. The message they delivered was very clear:

1. In planning for cyclists you must listen to the cyclists.
2. Cycleways by themselves are doomed to failure. Cyclists want to and will continue to ride on roads.

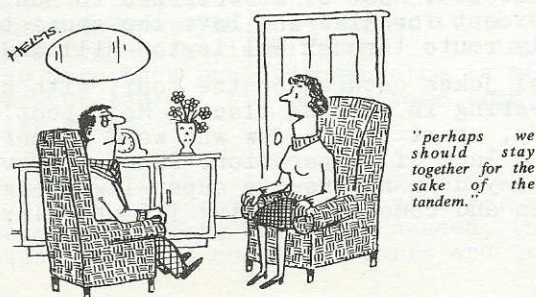
Happy Cycling,
Dale Neill.

KALGOORLIE TOUR

This tour, departing Perth on September 6, is classified as a 'Gentleman's Tour' in that it makes use of country hotels, with country style breakfast included. Although the exact itinerary has not been finalised the tour is likely to follow a route with overnight stops at York, Quarading, Merredin, Southern Cross, Coolgardie, (2 nights) and Kalgoorlie. The return trip on September 13 is in the comfort of the Prospector with evening meal included.

At \$90 (members) or \$110 (non-members) this tour is extremely good value and following our recent winter rains the wildflowers should be at their best for nearly a decade.

Five vacancies still exist on the tour and interested cyclists should contact Tony Pettit on 387 4324 as soon as possible. There is a tour meeting on August 23.



1981 100km ACHIEVEMENT RIDE

Fourteen cyclists completed the 100km Achievement Ride on Sunday, May 24. Jamie King and Mark Bettell, who finished the South-West tour the night before, and Terry Bridgeman completed the distance in 3 hours 35 minutes.

Riders completing the 100km in less than 5 hours were:

Mark Bettell
Dennis Braddon
Shaun Carrick
Jim Hosking
Margaret Neill
Ian Staniland
Roy Tindall

Allan Booth
Terry Bridgeman
Peter Cooksey
Jamie King
Iain Smith
Bob Stockman
Max Talbot

1981 South-West Tour Report. By Lisa Lobry de Bruyn.

The tour consisted of twelve riders; Mark Bettell, Penny Boyle, Mike Brant, Betsy Chatain, Zoltan Kalotas, Jamie King, Matt King, Simon King, Lisa Lobry de Bruyn, Dave Millward, Mark Peacock and last but not least, Jenny Ut.

We started the tour by catching the train to Bunbury where even before we left the station Matt King had a puncture. We then cycled to Quindalup, which lies on the south west coast. On Sunday we headed for Nannup and the start of the hilly country. We were unable to buy lunch at Jarrahwood which resulted in a 25km sprint to Nannup in order to satisfy our enormous appetites.

The next day we enjoyed a very scenic and peaceful ride into Pemberton's "Land of the Giants". On Tuesday we relaxed by riding around Pemberton, visiting the Budelup Falls and having the traditional barbecue (this time without rain) at the Gloucester Tree. That night Betsy and Mike treated us to American spaghetti and toasted marshmallows. Wednesday saw us on our way to Bridgetown, along a very scenic route with a 15km downhill stretch from Yornup into town. We then had a rest day before riding to Noggerup on Friday.

On Saturday we had a terribly cold ride from Noggerup to Bunbury, following a freezing night, taking at least an hour to thaw out. Most of us returned to Bunbury via Donnybrook, except for Mike and Dave who chose the beautiful but hilly route through Wellington Mill and Ferguson.

Many practical jokes occurred on the tour, with a number of bikes appearing in amazing places. Most people found the going easy, apart from a few who were hampered in the beginning by a lack of preparation. Penny, however, proved to us all that you do not need a super-lightweight machine to cycle 550km and come out feeling fit and alive.

Ride of the Month.

August 16: Round the River. A repeat of the CTA's most popular ride, with over 40 starters in 1980.

September 19/20: Mumberkine camping weekend - scenery, hills, wildflowers, hills, country hospitality, more hills.

NUTRITION AND THE CYCLIST. PART 3.

A.PETTIT.

To get maximum performance benefits from our diet, we need first to look at the energy requirements of the body.

Energy is provided by the uniting of oxygen with the end products of digested food. This process goes on largely in the muscle cells. It consists of the chemical union of oxygen breathed in, and carried to the cells by the blood, with the carbon and hydrogen from the digested food. In the human body the oxidation of carbohydrates, fats and protein is coupled with the synthesis of a chemical compound - adenosine triphosphate (ATP) to provide the major energy source. In order to produce ATP several sources must be available, for example:

1. The energy delivering substrates stored in the muscle cell itself;
2. The substrates distributed in blood and extracellular fluid;
3. The energy stores of other organs eg. liver and adipose tissue;
4. The substrates which enter the body through the gastrointestinal tract.

The importance of these various processes in the choice of fuel is what we are interested in. Our fuel can be Fat, Protein or Carbohydrate.

FAT

Fat is characterised by a high ratio of hydrogen to oxygen atoms, and is composed of individual types of molecules: glycerol and fatty acid. The type of fatty acid is determined by the number of hydrogen atoms joined to its carbon atom. Simplified this means that when each carbon atom has a hydrogen atom attached it is 'saturated'. When a hydrogen atom is missing, it is 'monounsaturated', and when more than one hydrogen atom is missing it is 'polyunsaturated' - this is the base from which the advertising stems.

Fat is stored in the body as adipose tissue in the form of triglycerides (a combination of glycerol molecules and fatty acid molecules). When energy is needed, the triglyceride is broken down into component parts and utilised.

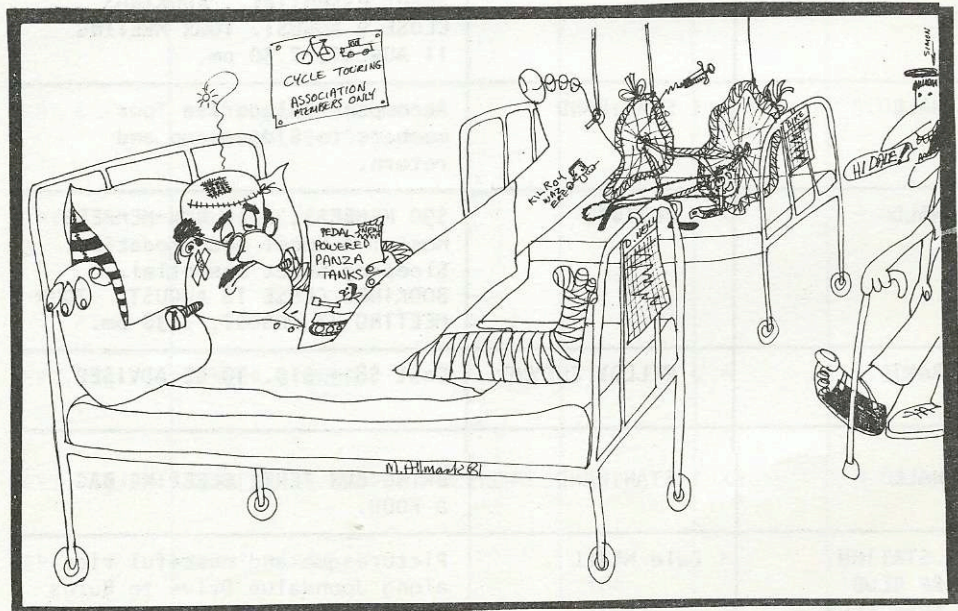
DATE	EVENT	KM (approx)	GRADE	TIME	
JULY 12	RIDE TO WANNEROO	70	***	1.00 pm	MYERS, SOUTH
JULY 19	MIDLAND TO KALAMUNDA via MUNDARING WEIR	60	H	8.30 am	HUNGRY
JULY 26	200 km ACHIEVEMENT RIDE	200	XH	7.00 am	CITY E
AUG. 2	FREMANTLE HISTORICAL RIDE	10	*	10.00 am	OLD FR
AUG. 9	40 km TRIAL RIDE		* to H	1.00 pm	SKYLIN FLOREA
AUG. 16	ROUND THE RIVER	45	**	9.30 am	CAUSEW
AUG. 23	10,000 FEET IN 8 HOURS HARDEST RIDE OF THE YEAR	80	XH	8.00 am	KELMSC
AUG. 30	BON VOYAGE TO FARMLAND TOUR	60	***	9.00 am	MIDLAN
AUG. 30 - SEPT. 4	FARMLAND TOUR	600	H	9.00 am	MIDLAN
SEPT 6	BON VOYAGE RIDE FOR KALGOORLIE TOUR	60	***	9.00 am	MIDLAN
SEPT 6 - 13	KALGOORLIE TOUR	700	XH	9.00 am	MIDLAN
SEPT. 13	GARLOK DINNER	15	*	4.30 pm	GARLOK
SEPT. 19/20	MUMBERKINE CAMPING WEEKEND	240	XH	9.00 am	MIDLAN
SEPT. 27	BURNS BEACH	80 100 140	H	9.30 am 10.30 am 11.00 am	PERTH CITY E TRIGG (JOIN POINTS

START POINT	LEADER	COMMENT
KARRINYUP, ENTRANCE	D MILLWARD	View cycle racing at Wanneroo Track.
JACKS, MIDLAND	C JACKSON	Hilly
BEACH SURF CLUB	D NEILL	\$2 MEMBERS, \$3 NON-MEMBERS. Badges awarded.
WHEELBARROW STATION	W KING	
DRIVE-IN	W KING	Not a race - measure of indiv. achievement. 'SITTING ON' NOT PERMITTED.
BY CAR PARK	W KING	
RAILWAY STATION	R STOCKMAN	10,000' of CLIMBING. Certs. awarded to survivors.
TOWN HALL	D NEILL - OUTWARD INFORMAL RETURN	Accompany Farmland Tour Members for agreeable distance.
TOWN HALL	D NEILL	\$30 MEMBERS, \$40 NON-MEMBERS. Stay at Hostels. Sleeping Sheet essential. BOOKINGS CLOSE 9 AUGUST. TOUR MEETING 11 AUGUST, 7.30 pm.
TOWN HALL	I STANILAND	Accompany Kalgoorlie Tour members to Gidgeannup and return.
TOWN HALL	T PETTIT	\$90 MEMBERS, \$110 NON-MEMBERS. Hostel & Hotel Accommodation. Sleeping Sheet essential. BOOKINGS CLOSE 16 AUGUST. TOUR MEETING 23 AUGUST, 7.30 pm.
RESTAURANT	J MILLOY CHEYNE	Cost \$8 - \$10. TO BE ADVISED.
TOWN HALL	I STANILAND	BRING OWN TENT, SLEEPING BAG & FOOD.
RAILWAY STATION BEACH SURF CLUB MIDLAND SURF CLUB AT ANY OF THESE	Dale NEILL	Picturesque and peaceful ride along Joondalup Drive to Burns Beach. Buy or bring lunch. An all day ride.

Fat within the diet has several important functions: as a source of fuel - it provides a large proportion of our energy at rest, it is important in the latter stages of prolonged endurance activity - and it acts as a carrier of the fat soluble vitamins; A,D,E and K. However, too much ingested fat may be harmful, and is unnecessary as all fats can be produced from a normal carbo-protein diet if sufficient quantities of the one essential fatty acid (linoleic acid) are included - as the body cannot synthesize it. Interestingly, an increase of linoleic acid in the diet has been reported as an important step in halting atherosclerosis (heart disease) and enabling ex heart patients to become marathon runners (Bassler 1978).

Mobilisation of fat from adipose tissue can be increased during exercise, a fact established by Fritz et al (1958) after fifty years of debate. Later researchers reiterated that free fatty acids arising from adipose tissue were an important source of energy, and Young (1966) showed that during 24 hours of walking about 88% of the energy came from fat. Shapira et al (1967) exercised subjects for 9 hours and concluded that as body carbohydrates reserve became minimal, fat mobilisation became maximal. This has important implications for improving performance of the cyclist or endurance performer and gives an authentic basis to the theory held by many researchers that 'potentially women are much better endurance performers than men'. These implications will be discussed later.

For details of the references cited, please contact the author, whose address appears elsewhere in this newsletter.



WEIGHT, ENERGY AND EFFICIENCY IN CYCLE-TOURING.

By I. Staniland.

This article sets out to prove that an inexpensive unloaded bike, provided it is efficiently maintained and used, is at no great disadvantage to one costing \$600 or more, for the purposes of cycle-touring. A second article, in the next newsletter, will show that excessive and improper loading will make any machine inefficient.

The unloaded bike.

Do tourists need all the super lightweight gear that the glossies would have us believe? when carefully considered, the weight factor is of prime importance to the racing cyclist, and even here the critical factor is rolling weight. This must be kept to a minimum to overcome the 'flywheel effect' (inertia of a heavy mass) that is associated with rapid changes in pace, and so a racing cyclist would consider the outlay of over \$200 on wheels and tyres as essential.

By contrast, speed changes in cycle-touring are less frequent and less rapid, and heavier tyres and wheels can be used to advantage - on rough surfaces, to support heavier loads and to minimise tyre failure. Yet even the best of equipment is of little use if used inappropriately. So how can a cyclist use his energy efficiently? He must acquire:

1. A bike of the correct size. Too large a frame can hamper riding position, so make sure your feet are comfortably able to touch the ground when standing astride the crossbar. You should also have a reasonable amount of seat pillar and head stem inside the frame.
2. Correct riding position. Two rules of thumb are to have the seat to pedal distance set to 109% of your inside leg measurement, and to have your knee joint directly over the pedal axle when the cranks are horizontal. This will give the most stress-free and powerful stroke.
3. Appropriate gearing. This depends on many factors, but must always be low enough to allow a smooth, fluid pedalling motion; between 50 and 70 revolutions per minute is desirable.
4. Thorough bike maintenance habits. All moving parts must be properly and regularly lubricated, and regular polishing of metal parts will prevent the development of rust.

To check the efficiency of your transmission, put your bike into middle gear and spin the pedals backwards. They should spin at least one revolution, preferably $1\frac{1}{2}$ -2. Any less means power loss in the transmission with a consequent waste of your valuable energy.

Please contact any of the following for assistance or suggestions:

PRESIDENT:	Dale Neill 29 Garland Way TRIGG 6020 (447-8168 - home) (328 6844 - work)	V/PRESIDENT:	Tony Pettit 25 Newry Street FLOREAT PARK 6014 (387 4324)
SECRETARY:	Bob Stockman Valencia Road CARMEL 6076 (293-5278 - home) (274-1164 - work)	TREASURER:	John Cheyne 69 Irwin Street EAST FREMANTLE 6158 (326-6541 - work) (339-6897 - home)
COMMITTEE:	Matthew King 24 Coogee Street MT HAWTHORN 6016 (444-9013 - home)		Jayne Milloy-Cheyne 69 Irwin Street EAST FREMANTLE 6158 (321-8361 - work)
INSURANCE:	David Millward 7 Boscastle Ave CITY BEACH 6015 (385-8371 - home)		Allan Booth 17a Forrest Street FREMANTLE 6160

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- *** MEDIUM-HARD. For cyclists with experience in group riding. Distances from 60 - 100 km. Speeds average 15 - 25 kph through moderately difficult terrain.
- H HARD. For experienced riders of above average ability. Distances are in excess of 100 km and/or speeds averaging 20 - 30 kph. Terrain may be very difficult.
- XH DIFFICULT. Denotes rides with speeds averaging 25 - 35 kph and/or considerable distances and/or extremely rough or mountainous roads.

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INTERESTED IN RACING?

The Floreat Park Amateur
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Geoff Dwyer on 448 5385.

CYCLISTS ACTION GROUP

The CAG is now holding monthly meetings at its headquarters (2 Barsden St., Cottesloe. 384 7409) at 8 pm on the third thursday of each month. All cyclists are invited.

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