

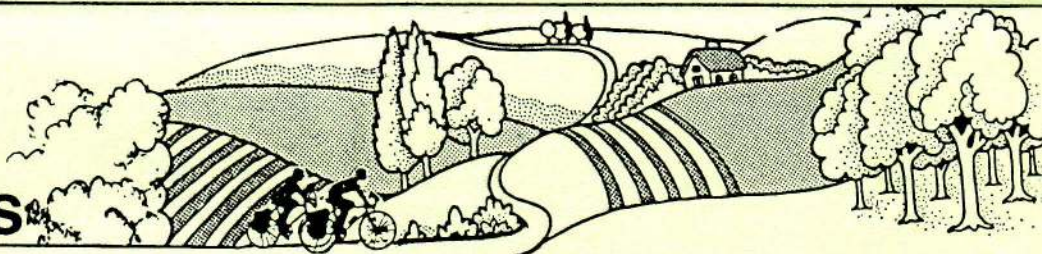


CYCLE TOURING ASSOCIATION OF W.A. (INC.)

EDITOR: Ian Hore

June / July 1984
Issue Number 59

tour notes



EASTER FAMILY TOUR 1984

The easter break really did live up to its billing as a "family tour" with up to 24 people a night booked in at the hostel with great demand for the only double bed available. However back to the beginning. A very enthusiastic group of cyclists met at Midland for the ride to Northam. The Neill family car provided an opportunity for some panniers to be squeezed in amongst the mountain of breakfast food organized by John and Aileen.

With an overcast sky, the participants set off in three groups at various speeds up the hills through Glen Forest and Mundaring to rendezvous at Chidlow for an early lunch. Following the Old Northam Road out through Wundowie, the group arrived at Clackline for afternoon tea having experienced very pleasant riding conditions with little or no traffic. From Clackline the route wound down through the hills to Spencers Brook and then along the Avon into Northam.

At the Hostel the Neills, Martins, Bunnys and Quintners found the double bed already booked by another YHA family. However spirits were high as more people arrived by car and everybody claimed beds and unpacked. We were soon treated to Pam and Wally's great hospitality with the temptation of wholemeal bread and hot cross buns, straight from the oven, for a small donation.

What a lovely way to start a cycling tour!

Ian Hore

SATURDAY - Visit to York

Some said the hostel had mice but I don't believe it, as the delicious home-made bread provided by warden Pam on Friday evening was as I left it: not for long though as it made a tasty breakfast when toasted.

At 9.30 'General John' marshalled us in front of the hostel for group photographs, care being taken to carry bikes over the grassed area due to double-gee infestation.

I joined the slow group as 'Tailend Charlie' for the ride to York along the main road. This is an undulating road overlooking the almost Tudor chimneys of St. Norbert's Priory and Tipperary. Upon arrival in York, acquaintance was renewed with Jim Harwood and his fabulous collection of cars so well displayed in their period surroundings.

We then repaired to the Avon River bank for lunch to be later joined by the fast group, Dennis Braddon giving the finest impression of a rainbow I have ever seen, as a result of his pursuit of Dave Millward. At 2pm we returned to the museum for a conducted scenic tour of York in a 1920's Char-a-banc, piloted by Jim Harwood.

At about 3 o'clock move was made towards Northam due to threatening rain which started half way home. It lasted about 10km, which made the open fire at the hostel, kindly lit by Pam, very welcome.

After hot showers and cups of tea, some of our party braved the cool evening to walk around Northam to the chinese restaurant for an excellent dinner at a modest price and, of course, discussion of a most enjoyable day.

R.W.Stockman

SUNDAY - Injury Day

Winter must be on the way. Snuggled in bed with three blankets I was woken by a voice "are you coming?" It looked dark out there, and cold! Against my better judgement out of bed I climbed and straight into the warmest clothes I could find. Heading off in Dale's car with 6 other sleepy bodies and lots of fogged up windows it's amazing we found our way to the aerodrome.

Four big, beautiful, colourful hot air balloons were in various stages of preparation for ascent. Wally, a support crew for the Solarhart balloon explained the intricacies of ballooning, while helping prepare the craft. Majestic is the only possible way I can describe the very gentle, graceful manner in which the Solarhart balloon raised itself a few inches off the ground and drifted off across the river, gradually gaining height.

Back to the hostel to feed cold hungry stomachs with porridge before preparing for the days riding. Toodyay was the destination with the shortest ride following the Avon and the longer ride going via Mumberkine. Those on the longer ride headed off with an excellent commentary from John Martin on the local points of interest. Shortly after leaving Northam, David Doust had to return with a very wobbly back wheel, which was later found to be due to a broken axle.

The remainder of the group, with a slight tail wind, beautiful undulating country and brisk country air, made good time as they headed out through Jennapullin and Jennacubbine to Mumberkine. The very even pace of course had nothing to do with the fresh scones, sponge cake and cream, and cups of tea that were waiting at Carmel Staniland's parent's farm. The farm provided very pleasant surroundings for morning tea and it proved very difficult to drag ourselves away so that we might continue our ride to Toodyay.

On the way to Toodyay the group split with some taking a detour to see Buckland House near Irish Town. Buckland House was been built in three stages starting in 1836 with the main portion of the house being built in 1874. Tony and Penny Motion have restored the house to its former glory with a very interesting collection of modern paintings and period furniture. It is lovely to see such an historic homestead and grounds being so carefully restored and open to the public.

The scenery on the ride into Toodyay was particularly beautiful, especially the river valley just out of Toodyay with its old brick homesteads and outbuildings nestled in amongst towering river gums and a backdrop of granite outcrops on hills that are just beginning to turn green.

Toodyay at three o'clock saw more food consumed and a puncture fixed for a passing cyclist before the commencement of the return journey. The longer ride headed off towards Clackline, a road that I had wanted to cycle for some time. Unfortunately it was a little disappointing as the jarrah and wandoo forest was not as interesting as the other areas we had been through that day.

It also provided another calamity for the day. Fiona had been suffering from a sore back which was steadily getting worse. Going up a big hill just before the highway she changed down into lowest gear only to have the chain finish up in the spokes. Fortunately, immediately after this incident, a car and trailer pulled up and the occupants were kind enough to take both bike and rider into Northam.

For the remaining few kilometres, the race down hill into Northam was an exhilarating end to a very busy day of cycling. Arriving back at the hostel it was found that Martin Bunny was suffering from a sore left knee and Scott Bunny a swollen ankle so all in all it had not been a good day for injuries. The night's entertainment (besides consuming food which is taken for granted) was watching and learning as Dave Millward rebuilt Fiona's back wheel.

MONDAY - A Parting of Ways.

Unfortunately many people had to return to Perth. An early group left at 8.30 lead by Dennis with the remainder taking a more leisurely pace and leaving around 9.30.

For those remaining on tour the day was an historical trip around the many smaller communities surrounding Northam; Southern Brook Hall, the family hunting ground for John, Meckering and more relations with great pies for lunch, the fault line from the earthquake, Quellington and its lovely little stone hall and finally Grass Valley.

The stops at each of these places were punctuated with enforced breaks to repair double-gee damaged tubes. The classic of the day being three in 100 metres near Quellington.

From Grass Valley a very pleasant ride along the ridge of some hills provided some lovely views of farming country including seeing the Prospector train heading for Kalgoorlie. Northam Hostel provided more tea, food and for most, a night of mending punctures.

Ian Hore

TUESDAY - The Missing Port?

Tuesday morning, beautiful, crisp and sunny for the ride to Brookton and I'm jealous of those who will be cycling. The cyclists leave but the 'invalids' are delayed, fixing the hostel warden's bike and then doing the shopping, including a billy. If we're going to go by car we may as well do things in style and provide tea for the cyclists at stops en route.

The timing worked out well and we arrived at Tipperary, house and farm, at the same time as the riders, who were still stuffing themselves with cakes from some shop along the way. John Martin negotiated for our entry into the house, a gracious, airy building which showed the signs of extensive internal renovation. After this short stop the two parties started off again, for York and lunch beyond the town, then Beverley and the long final stretch to the farm at The Dale.

Not surprisingly the motorised riders arrived first and during a stickybeak into the food supplies quickly discovered that the promised port was actually a bottle of claret (and it's not all the same JM). So that the troops weren't disappointed, Martin Bunny, chief of the 'invalids' and car driver, decided to return to Beverley to procure some of the correct 'training' fluid. Despite this setback, everything was organised, tea made, hot water heating etc., when the cyclists arrived. Hot showers were declined by most, however, as an expedition in search of coonacks quickly got underway. Valiant efforts by Scott and John, with Ian holding the deep end of the net, reaped a plentiful supply of the 'wee beasties' which were boiled for entree, followed by an excellent BBQ and plum pudding. Both the wine and port were appreciated on this last evening of the trip.

Another Murphy's Law

On tour, each kilometre cycled is one less to go. Unless you are lost! Then each kilometre is an extra two kilometres to cycle

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The next morning was not as lovely as the previous one and, in fact, the clouds looked to be on the verge of delivering rain which, of course, arrived just as we set off for home. The rain happily cleared by mid-morning and weak sunshine, combined with the snappy pace set by Bob Stockman for the remaining miles to Leslie for lunch, dried everyone out. After Leslie the group split up as everyone headed for their own neck of the woods, well satisfied with this excellent six day tour. Thanks go to John Martin for the planning of this trip. It really did cater for all levels of ability and fitness, and I think that the enjoyment was equally shared by the hares and the tortoises (naming no names). The only problems, the number of punctures from double-gees and the number of injuries from other causes, didn't really mar the occasion (except for those of us peeved not to be riding in that lovely weather).

The ultimate accolade: what about next Easter, John?

Fiona Neall

Following Words From The Leader

The Northam Easter tour was extremely well supported. I would like to thank all the members who participated in part or whole of the tour for their friendly attitude toward each other and the cooperation given to me as leader.

Special thanks to Pam and Wally at the hostel, Mrs Clarke and Carmel for morning tea at Mumberkine, Jim Harwood for the V.I.P. treatment at York, Mr Hore for the use of his property in The Dale and those who gave assistance with motor vehicles.

With this sort of enthusiasm this should be the first of many similar tours.

As a guide for planning future tours, the 84 breakfasts consumed over the 5 days consisted of;

2 kg Oatmeal	3 kg Margarine
1 kg Muesli	150 Teabags
750 gm Cornflakes	250 gm Coffee
500 gm Special K	375 gm Ovaltine
1.5 kg Honey	18 litres Milk
1 kg Sugar	12 loaves of Bread
750 gm Jam	750 gm Marmalade

John Martin
Tour Leader.

COLOURS:

Navy blue
Red
Light Blue

Yellow

Three rear
pockets

MATERIAL:
Lycra

10th Anniversary
Logo

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SPECIAL GENERAL MEETING

10 JUNE

CROYDEN TEA ROOMS

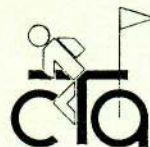
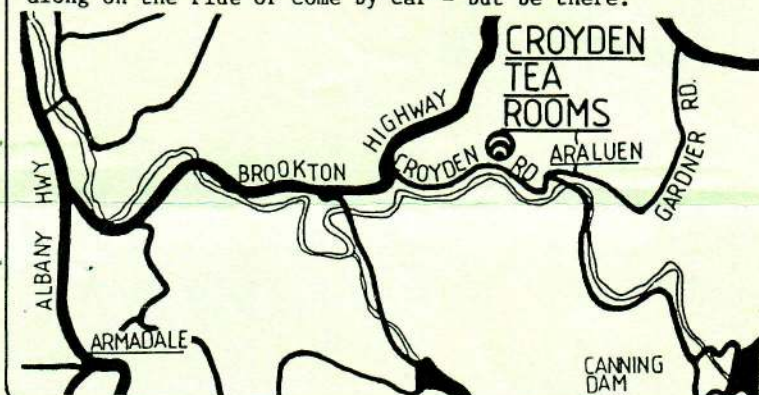
10.30 am

A Special General Meeting of the Association has been called to consider the following matters:

a) Proposed amendments to the Constitution

b) Club Patron

These two items are extremely important for the welfare and continuing development of the club. The Committee would like to see all members at the meeting so come along on the ride or come by car - but be there.



10th ANNIVERSARY

25th NOVEMBER 1984

This year on the 25th of November 1984, the Association will be celebrating its 10th anniversary.

The committee is planning numerous celebrations including a re-run of the first ride held by the C.T.A., an Anniversary Dinner, publicity of the event in the media etc. Should you have any ideas or would like to help in the organization of the celebrations please contact Dave Millward.

As part of the celebrations it is planned to produce a limited edition 10th Anniversary Cycling Shirt. The shirt would only be available by placing an order by August 14. The shirt would be made by Betty Willis and the proposed style and colour is indicated below.

Cost of the shirt will depend of the number of shirts made. To make the venture worthwhile a minimum of 10 shirts will have to be ordered. At the Special General Meeting in June a sample of the materials will be available and we would appreciate comments and an indication of who would be interested placing an order.

Closing date for ordering shirts... Monday August 14
Money to be paid by..... Monday August 14

Shirts available Monday November 12

50KM ACHIEVEMENT RIDE

What an achievement! Surely a record as 45 riders are milling for the start of the 50km Achievement Ride.

With everybody booked in, money collected, maps handed out and ground rules laid down, all riders proceed to the start point at the corner of Mullaloo Drive and Ocean Reef Road. From the mass start riders split into many smaller groups of different cycling speeds, with the lead being taken by some of the Association's fastest riders; Braddon, Millward, Cooksey and Girdlestone.

Congratulations to all the Mercy College affiliate members who came along for the ride, in particular, the 5 who completed the course within the time limit; David Algaba, Ihaam Adriansz, Craig Cooper, Alan James, Terry Holbrook. For those who were not able to complete the course I hope that we will see you on more C.T.A. rides. With regular riding and your improved fitness I am sure that next year it will be easy to earn a badge.

Thanks to Mark Bettell and all his helpers for there organization and encouragement to riders during the event.

Participants

	hrs	min		hrs	min
Ihann Adriansz	2	14	Rowena McCashney	2	15
David Algaba	2	30	Ron Masterman	1	44
Susan Bailey	*		Dave Millward	1	27
Terry Beahan	2	02	Fiona Neall	1	35
Ron Bowyer	1	40	Dale Neill	1	59
Dennis Braddon	1	27	James Neill	1	59
Wilf Brewster	1	38	Margaret Neill	1	59
Peter Cooksey	1	27	Colin Owen	1	57
Craig Cooper	1	55	Nando Patriarco	*	
Danny Costello	*		Stephen Penman	2	30
Richard Evenett	2	03	Neil Porteous	1	50
Merv Girdlestone	1	27	Stuart Robertson	*	
Terry Holbrook	2	02	Paul Smeets	1	50
Ian Hore	1	35	Rene Smeets	1	50
Rodney Hore	1	50	Bob Stockman	1	50
T. Ilsden	1	59	Max Talbot	1	44
Alan James	*		Paul Talbot	1	44
Wayne Jones	*		Bill Thomson	1	40
Simon Kaye	*		Tony Willis	1	41
Carmel Loughney	2	20	Darragh Wills	*	
Peter Mallin	1	40	* Did not complete the		
Lincoln McCashney	1	53	course within time limit.		

Ian Hore

NEW MEMBERS

Allison Cook Philip Torkildsen
Susan Cook

WELCOME BACK

It is nice to see some of our "older" members returning

Jeff and Cheryl Dwyer
Ian and Carmel Staniland
Wilf Brewster
Bill & James Thomson

THE CYCLISTS RAGTRADE

Have you ever wondered where those colourful, individualistic cycling shirts or those eye catching red knicks come from?

One place where you can have cycling clothes made to order or buy off the shelf is from Betty Willis.

Betty has been busy making clothes for cyclists from her home in Morley for the past three years. Her interest in cyclist's clothing started when she burned one of her husband's pair of knicks. She raced down to the shops, eventually found some lycra and started to make Eddie another pair.

That was when the fun really started;

Why did the lycra she had bought stretch more than the original?

How to sew the material?

How to fit, hold, and sew the chamois?

However fate saw to it that Betty learned the answers to these questions and many more. Now she has a full time occupation seven days a week experimenting with, making and selling clothing for cyclists.

Most of Betty's clothing is made in the lightweight, two-way stretch, very colourful Lycra material as worn by racing cyclists and recently acquired by some of our C.T.A. members.

"Lycra" is actually a mixture of 82% nylon, giving the material a sparkling appearance, and 18% lycra, a rubber-based product, allowing the material to stretch. The main use of Lycra is in swimming costumes so as well as in plain colours it is available, though not suitable for cycling, in a variety of fashionable patterns.

Other materials stocked by Betty include a smaller range of heavier materials, one-way stretch Lycras - some fleecy-lined - all suitable for making track suits, winter tops and training knicks.

For the knicks, long or short of any colour, she has available a choice of chamois; the traditional leather padded chamois or the new synthetic "powder puff" which is extremely quick-drying and very good for the cycle tourist.

Should you require any clothing or want something a little different (like a leopard-skin suit) give Betty a call and pay her a visit. As well as buying something you will learn a lot about clothing and have a pleasant time.

Betty Willis, manufacturer of BETSKIN CLOTHING, can be contacted on: 275 4824.

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rides programme

June 2 to 4

Donneley River Long Weekend

Travel to Donnelly River Friday evening by car to stay at the recently opened associate Youth Hostel. Three days of cycling in the best country in the South West before returning to Perth Monday

Leader: Ian Hore

Contact: 368 2937



June 3

Gidgee Elevesens

Grade: H Time: 8:30 am Distance: 110 km
Grade: H Time: 9:30 am Distance: 80 km



An alternate ride for those unable to attend the weekend ride at Donnelly River. Meet at Perth Railway Station at 8:30 or join the group at 9:30 at Midland Town Hall.

Leader: Tony Willis
Bob Stockman

Contact: 457 2191
293 5278

June 10 *

Croyden Tea Rooms

Grade: H Time: 8:00 am Distance: 80 km
Grade: *** Time: 9:00 am Distance: 60 km

The most important ride of the year. A special meeting is to be held at the Tea Rooms at 10:30 am to discuss, and vote on proposed amendments to The Association's Constitution. Meet Perth Railway Station, or Stirk Park Kalamunda (for the late starters) for the scenic ride to the meeting, and morning tea.

Leader: David Millward
Bob Stockman

Contact: 385 8371
293 5278

June 17

Doc's Pic-a-nick

Grade: *** Time: 10:30 am Distance: 50 km

Meet at Midland Town Hall for a challenging ride through the back roads of Darlington and Glen Forrest to Mundaring Weir for a picnic lunch. Bring all food, drinks and cooking utensils (barbeques on-site).

Leader: Ron Bowyer

Contact: 386 6816

June 24

100 Km Achievement Ride

Grade: H Time: 9:00 am Distance: 100 km

The second of the official Achievement Rides for the year, meeting at Kelmscott Railway Station and following the same, highly successful route as last year. Time limit of five (5) hours to complete the course.

Cost: free to members (visitors \$6.00)
badges \$2.50 each

Leader: John Martin

Contact: 349 2310

July 1

Jarrahdale Tour

Grade: H Time: 9:00 am Distance: 120 km
Grade: H Time: 10:30 am Distance: 80 km

Early start at the Causeway Car Park in Perth or join in later at Armadale Railway Station. Lunch to be held, after a brisk ride (if last year was any indication), at Jarrahdale. A excellent trial ride for the achievement rides in the months to come.

Leader: Dennis Braddon

Contact: 337 9796

July 8

Kings Park Ride

Grade: ** Time: 10:00 am Distance: 30 km

A brief reprieve from the hectic pace of winter rides. Come along for a casual ride through Kings Park, Subiaco, Nedlands and finishing back at Kings Park for light refreshments.

Leader: Ian Hore

Contact: 368 2937

July 14 to 15

Piesse Brook Weekend

Grade: *** Time: 6:00 pm Distance: 50 km

Meet at Piesse Brook Youth Hostel by 6:00 pm on Saturday evening for an evening of films and farewells as we say goodbye to Ian Hore (leaving for the other side [ES] at the end of the month). Bring own food for dinner and Sunday breakfast, a sleeping sheet is essential, and don't forget the bicycle for a ride through the hills Sunday morning. Money to Bob Stockman by July 1st.

Cost: \$5.00 (Youth Hostel ONLY!)

Book By: 1st July

Leader: Bob Stockman

Contact: 293 5278

July 22

Wungong Dam

Grade: H Time: 9:30 am Distance: 80 km

Meet at Kelmscott Railway Station for a brisk ride through the hills around Armadale and Araluen, visiting the Wungong Dam on the way. A good training ride for any members interested in the '10000 in 8' later this year.

Leader: Iain Smith

Contact: 453 6979

July 29

200 Km Achievement Ride

Grade: XH Time: 7:00 am Distance: 200 km

The third in our annual series of achievement rides. This ride includes the Chittering Valley, Bindoon, Toodyay and featuring 'Big Gidgee' in a course which winds its way through the hills and back to Midland. Meet at Midland Town Hall and be prepared to depart at 7:00 am (arrive and register by 6:45 am). This ride is limited to members who have completed a 100 km Achievement Ride or similar ride in the last 12 months. Riders must complete the distance in the 12 hour time limit.

Cost: free to members (visitors \$6.00)
badges \$2.50

Leader: David Millward

Contact: 385 8371

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THE IDEAL TOURING CYCLIST or BESOTTED WITH CYCLING

The Ideal Cyclist when joining a club or an association must obey the road rules and also the club rules.

In the C.T.A. a ride leader is appointed to plan each ride and is responsible for the fluency and safety of the members on the ride. Their duties also include a short talk before the commencement of the "raid" reminding old and new comers of the rules, outlining the route, head counting etc.

Those who blatantly abuse the rules, whose equipment is neglected or dangerous to themselves and others, may be asked not to start or to discontinue the ride. Some glaring examples; no lights for early morning or evening rides, badly performing brakes, wearing of radio head-phones and riding in thongs.

The Ideal Touring Cyclist should care and maintain his equipment and practice road handling either solo or in a group formation.

FITNESS - Just how keen are you?

Regular outings on your machine are desirable to maintain fitness. There is little use rolling up for a club ride which may cover 80kms, up hill and down dale when you and your bike are below par and the rest of the pack has to wait at every hill top, thus slowing down everybody.

MAINTENANCE

The Ideal Touring Cyclist should be proud of his machine, maintaining it regularly with overhauls every six months, preferably before and after winter.

All parts - bottom bracket, head stem, pedals and hubs should be taken apart, degreased and replaced if worn. All ball bearings checked and repacked with white cycling grease.

Brakes and Cables - check blocks and function of brakes. Examine cables and if frayed or rusty replace - ideally every year

THE BIKE

Frame - Preferably custom, hand built to your size and specifications. Ideally just buy the frame and build it up yourself, assembling what you want and need. Preferably 531 double butted Reynolds tubing, Ishiwata or Tange tubing with brazed-on fittings, cable eyes, bidon cage, thread holes, etc. Always buy from a professional cyclist shop, eg. those advertising in our magazine. In Australia very few touring bikes are commercially built and those built most are mass produced.

Keep your bike clean and smart and if dirty wash down with hot soapy water. Use the new Teflon base oil, either in a spray or liquid form and not ordinary oil as it attracts dirt and grime.

Tyres - Wide wired tyres - 27 x 1.25 - Michelin Sports - C.T.A. tested and recommended.

Saddle - Should be comfortable. I prefer Brooks Leather, which lasts for years.

Chain Set - Triple TA or Stronglight 28-40-52.

Brakes - These should be of good quality, either centre pull or cantilevers. Good brake blocks, Stop-Cool or Matthäuser - found needed when going down steep hills or in wet weather loaded with panniers.

Ideal Lighting - not yet found. Second best - Dynapower fitted with Halogen headlight. The Dynapower can either be fitted on the rear brake, therefore falling onto the back tyre easier or if mudguards are used fitted to the bottom bracket.

Panniers and Front Handlebar Bag - Recommended are English Karrimor or Wilderness Equipment, locally made in Fremantle.

CORRECT ATTIRE

Clothing - Cycling shirt with rear pockets or T-shirts - both brightly coloured, cycling knickers with chamois leather insert (lycra) or a cheaper alternative King Gee shorts, sun hat or crash helmet. (not yet compulsory)

Shoes - for touring racing shoes with cleats are not necessary, either stout shoes or specially made with built-in steel sole - Bata or Rivat, are available. White socks finish off a smart appearance - proud to be on the road.

Finish Off - The Ideal Cycle Tourist carries bidon (fitted), pump, spare tubes and tools, some food and money to buy extra.

Joining the YHA is recommended for sleeping accommodation and the comradeship is universal.

Only when all the above are grouped together does one begin to enjoy the open road to the full extent. The touring cyclist enjoys life, looking at the countryside, enjoying the day, weekend or even longer trips knowing that he and his machine is prepared. And last - DONT FORGET THE CAMERA.

IAIN G. SMITH

CYCLE TOURING ASSOCIATION OF W.A. (INC.)

FOSTERING CYCLE TOURING AND PROTECTING THE INTERESTS OF CYCLISTS

C.T.A. COMMITTEE FOR 1984

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CARMEL 6076 W.2744779

SECRETARY: Stephen Booth
26 tunnel Road
SWAN VIEW 6056 H.2943682

VICE-PRESIDENT: David Millward
7 Boscastle Avenue
CITY BEACH 6015 H.3858371

TREASURER: John Martin
9 Whittle Place
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COMMITTEE MEMBERS: Ian Hore
4/86 Mill Point Road
SOUTH PERTH 6151 H.3682937

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90 Dawson Avenue
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Fiona Neall
1 Weld Street
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