



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



POSTAGE  
PAID  
PERTH  
W.A. 6000

200 10<sup>th</sup> April  
300 15<sup>th</sup> May  
400 26 June  
600 27-28 Aug

EDITOR: Ron Bowyer

July/August 1987  
Issue Number 77

## NOTICE BOARD

### APOLOGIES

Apologies to the two worthy riders who were inadvertently omitted from the list of those completing the 50 km Achievement Ride. The names of June Hart (2hr 20.0min) and Bob Stockman (1hr 43.5min) should have been included but were somehow dropped in the typesetting.

### COUPLES WEEKEND 5-6TH SEPTEMBER

This year's Couples Weekend which is being organised by Chris Pilling will be held at the historic town of York with accommodation being arranged at the Imperial Hotel. Rides have been organised to places of interest including a ride to Beverley on Sunday for a BBQ lunch.

A reservation has been made for ten couples so book early. Bookings plus deposit of \$10 per couple must be paid by 16.8.87.

For further information as to costs and travel arrangements, please contact John Sherwood on 447 8939 h.

### CTA - YHA "BIKEWEEK '88" ALBANY TOUR

The TOURING EVENT of 1988 - the ALBANY to PERTH TOUR will run between Saturday 12 March and Sunday 27 March 1988. The Tour will be a joint project between C.T.A. and our friends in Y.H.A. The route being planned by Tour Leader Geoff Creighton will include Denmark, Walpole, Pemberton, Nannup, Margaret River, the Caves Coast, Quindalup and Geographe Bay, Busselton, Bunbury, Lake Clifton, Mandurah, and Fremantle to end in Perth as a feature event of "BIKEWEEK '88". We will be applying to the Bicentennial Authority for recognition and acceptance of the Tour tying together the two first settlements in W.A. - the ports of Fredrickstown (Albany) and Fremantle as a Bicentennial Event.

The country-side traversed will include the best stands of jarrah, karri, tuart and marri forest remaining in W.A., National Parks and the vineyards districts of the South West. Accommodation will be in hostels, hotels, on-site caravans and motels including the Y.H.A.'s Quindalup Hostel where a \$140,000 expansion and re-building program is currently under way. This Hostel is literally on the beach front of picturesque Geographe Bay!

In line with general C.T.A. practice this tour will be "BankCard and tooth brush but self-sufficient" i.e. no sag wagons but equally no tents, pots and pans. Daily distances will be in the 70 to 100km range except for one or two days where accommodation requirements dictate that we cover 130km to avoid camping out; current planning includes 2 or 3 laydays to explore the more picturesque spots of W.A. The total cycling distance will be approximately 800km.

Participation will be strictly on a "first come with deposit of \$60 - first served" basis controlled by the logistics of transporting cycles

and riders to Albany and will also be conditional upon riders whose touring capabilities are not known to the organisers completing a qualifying ride of at least 110km to the satisfaction of the Tour Leader..... Remember that the tour will be open to Y.H.A. members as well as C.T.A. members so get your \$60 in to Geoff Creighton c/o P.O. Box 174 Wembley 6014 as early as possible.

For any further preliminary details call Geoff on 459-4178.

**FOUND** at the 40k Time Trials on 5th April - one tracksuit top - it was left with ride organizer Chris Pilling. Owner can claim it from Martin Bunney phone 330 3659 (home).

## CYCLE TOURING ASSOCIATION OF W.A.(Inc.)

Fostering Cycle Touring and protecting  
the Interests of Cyclists

### C.T.A. Committee for 1987

**President:** Martin Bunney  
6 Peter Street,  
Attadale 6156 H. 330 3659

**Vice-President:** Ron Bowyer  
14 Excelsior Street  
Shenton Park 6008 H. 382 3993

**Secretary:** Denise McEvoy  
P.O. Box 1274  
Booragoon 6154

**Treasurer:** Geoff Creighton  
46 Berehaven Avenue  
Thornlie 6108 H. 459 4178

**Committee Members:** Richard Evannett  
128 Fairfield Street  
Mt. Hawthorn 6016 H. 444 8792

Brian Jahn  
30 McLintock Way  
Karrinyup 6018 H. 3413269

John Meakin  
17 Marsh Way  
Bull Creek 6155 H. 332 5550

John Sherwood  
45 Bernedale Way  
Duncraig South 6023 H. 447 8939

87081F



# TOUR NOTES

## EASTER TOUR

17-20 April 1987

The Easter tour was an experience I was glad to take part in. I did not think I would be strong enough but here I am still alive and feeling ever so pleased with myself.

We all met at Bob Stockman's, 15 riders all ready to go with 10 minutes to spare. That's a first for the C.T.A. I believe. John Martin who was our leader for the four days told us we were heading up Greenmount! After my husband Geoff picked me up off the ground we put feet to pedals and the tour had begun. It was a long, hot, hard day and the rest stops were heaven. The hills - I didn't know there were so many - just kept coming. We reached Toodyay at 3.30 pm and I was wondering how I was going to make tomorrow but to my surprise by the next day I was feeling great.

On the way to our next overnight stop at Dowerin we stopped at Goomalling for lunch where the hamburgers were excellent. Boy do you eat a lot when you are cycling! After a good hour's rest it was back on our trusty bikes. "I am enjoying this," I thought. The countryside is still up hill and down hill and never gets boring.

We arrived at Dowerin at 3.00 pm where it was showers all round then all sat outside for a laugh and chit chat and a walk around the town before tea. In the evening our Sue and Sue duo played the piano and Martin, Bea and Donna led us in a sing song. What talent we have in our C.T.A. It was 9.30 before we all retired.

The lady who ran the Hotel gets 10 out of 10 for looking after us all.

The next morning we were on the road again at 8.30 heading back to Goomalling and then across to Northam. That was hard going with 36 km of headwind thank you John and Aileen! Lunch was taken at John Martin's old stamping ground Southern Brook where he gave us a talk about the hall and photos taken at the time.

Now we are in doublegee land and who gets the first puncture? None other than our Denise. With tummies full and puncture fixed we walked our bikes to the road to get rolling. No, no - Denise has another puncture. Everyone helped out and there was laughter all round but there was more of the same problem in store for all of us with 10 punctures in 2 days. Denise however gets the DoubleGee Award for scoring 5 of these.

Our stay at Northam was not the best with a most unpleasant host. Nevertheless we enjoyed a happy evening at a local Chinese restaurant followed by coffee in one of the girls' rooms.

Homeward bound I was feeling very pleased with myself. We travelled on a back road to Clackline through pleasant country although the ride was somewhat marred by all the punctures. After morning tea at Clackline we headed next for Chidlow which had me rather worried. This territory had been covered on our first day which had been heavy going. No problems this time - I had legs to spare.

Now we are more or less home and I am looking forward to the Greenmount descent after seeing what it was like going up. What a ride and suddenly we are back where we started and I have four days riding under my belt.

A big thank you goes to John Martin and his dear wife Aileen. I'm looking forward to the next ride I can go on. Thanks too to all below for their company:

John and Aileen Martin, Martin Bunney, Denise McEvoy, Bea Page, Bob and Ben Stockman, Sue Bailey, Noel Eddington, Richard Stallard, Sue Thomas, Leonie Pollard, Donna Earles and Geoff Creighton.

Beryl Creighton

## THE 1987 SOUTH-WEST TOUR

9th - 16th May

(Editor's dilemma: Carol Nelson, our self-styled "alien", who is a visitor from Portland, Oregon, USA and also one of the little band who ventured down to the S.W. in the cold and wet of May, has turned in a magnificent account of at least some of the events on tour. The problem is that it runs to 11 hand-written pages!

I shall therefore offer you just a few snippets - complete with Americanisms and translations - to give you the flavour and whet your appetite. The entire article can be borrowed from me if you would like to read more.)

### The Authorized Version

There once were nine cyclists from Perth  
Who set out to encircle the earth  
Till they came to the sea  
Where they ran into me  
Then we partied for all we were worth.

At which time they decided to bag(1) the whole idea and suggested instead that we tour the S.W. together.

Not exactly the whole truth, but . . .

### Saturday 9th

Chris and Coral pick me up right on time and we arrive at Richard's before light. Ron and Richard are getting the train ready to load. Richard's Mom(2) fixes tea and cookies(3) for us while we watch the rain and wait for Brian . . .

(In Donnybrook)

The Railway hotel has a way to go before it reaches the five-star level but at least the water is hot.

We dine (and I use the word loosely) at the Shell Roadhouse. The waitress gets our nomination as the All-Australian sweet-heart. It is suggested that I make her day and ask for decaffeinated coffee but I can't do it. She would probably kill us all.

### Sunday 10th

The best thing about the Railway Hotel is the apple tree in back. We help ourselves. Once underway, I start off on the wrong side of the road. Either nobody notices or they are too polite to mention it.

At Kirup we stop for a snack. We are all absolutely sodden. Sue whines for her Mom(4) - it is, after all, Mother's Day - Richard looks absolutely smashing with green plastic bags covering his shoes and I keep looking back down the Highway for the chauffeured limousine which must be on its way to rescue us. . .

### Monday 11th

We leave Bridgetown with more apples and I get a squeeze of fresh lemon for my water bottle(5). Three cheers for the Freemasons Hotel.

Just out of town, Denise gets her chain incredibly snarled. I am the subject of wonder for the rest of the trip.

In Manjimup we have lunch and wait for Martin who has disappeared. The rain has stopped but it is cold. We take shelter in the doorway of St Vincent de Paul and soon eight of us are trying for a Guinness record for doorway cramming. . .

Martin rides up, a picture of sartorial elegance in navy blue polypropylene long johns. "Have I got the deal for you!" he tells us. He takes us down the street to a mens store. Within 10 minutes, Sue, Denise and I buy longjohns, Chris and Brian purchase gloves and Martin finds a pair of suspenders(6). I get a big laugh because I have my shorts(7) on over my long johns. How else can I get to all the essentials I keep in the pockets.

At the Pemberton Hilton I draw the short straw and get the "Prime Minister's suite" out in the bunkhouse with the apple pickers

## EXCLUSIVE

### New Fashion Wear for Cyclists

With Steele Bishop's help we now have a wide range of exciting cyclist fashion wear for you to choose from.

**Gordonson  
Cycles**

PERTH, 587 Wellington Street 321 6412

CANNING BRIDGE, 886 Canning Highway, Canning Bridge 364 8969

NEDLANDS, 96b Stirling Highway, Nedlands 386 4621

BALCATTA, Unit 4, 160 Balcatta Road 344 7700



**Paddy Pallin**  
Adventure Equipment

(Previously trading as Big Country Camping & Tramping Specialists)

Daryl K. Duxbury

Patricia A. Duxbury

Cnr. Short and Lord Sts.  
East Perth (09) 325 5984



**Wilderness Equipment**

AUSTRALIAN EXCELLENCE  
PANNIERS AND BAGS FOR  
TOURING CYCLISTS  
**29 Jewell Parade**  
**North Fremantle**  
**335 2813**



and the mill hands. "That's O.K.", I say, "Just point me towards the Whirlpool(8) and Jacuzzi(9)". "Look alien", I am told, "This is Oztrilya, not Noo Yawk City." At least I have the shower room to myself. The water is just this side of ice cold. I later find out I need to stoke up the wood fire which operates the water heater. (And so on through Nannup and Busselton back to Bunbury where the cars and trailer have been parked.)

I check my odometer as the bikes are being loaded. It reads 485.08. The trip is over. I know I won't be the same, but neither will the C.T.A. now that it has been alien-ated.

#### Appendix A (Recipes promised on tour)

##### 1) Hash browns

There are many versions but to me this is esiest and best.

Cooked potatoes - peeled or skin on, thinly sliced or cut in small (1 cm side) cubes Chopped onion - onion:potato ratio about 1:4 or 1:5 depending on your taste

In a large heavy skillet heat 1/4 cup bacon fat (or two teaspoons each of butter and olive oil). Cook the onion till soft but not brown. Turn up the heat, add the potatoes and cook, tossing gently with a spatula till the potatoes are browned and crisp (but don't overdo it) on the outside. Salt and pepper to taste and serve with the bacon you already fried, eggs, toast, butter, jam (no Vegemite please) and oceans of coffee.

##### 2) Hash blacks

Proceed as above till you turn up the heat under the potatoes. Answer the phone, talk for 10 minutes, then scrape the contents of the frying pan into the dog's dish. Reach for the Corn Flakes.

#### Translational notes:

- (1) forget (2) Mum (3) biscuits (4) "too hard at present"  
(5) bidon (6) braces (7) knicks (8) washing machine  
(9) spa

Carol Nelson (Resident Alien)

### The 400 km AUDAX

Three am on Saturday April 11th saw 13 of the 14 entrants for our 400 km Randonee assembled at Stockman's Garage watching with dismay as the easterly freshened and rain squalls came along. Long pants and wet weather gear were the order of the day as the bunch set off before the wind for Bullsbrook, the reflective vests and ankle socks making a brilliant display. We had heard that road works were in progress on the Great Northern Highway but assurance was received from the MRD that it was now sealed. However they are a crafty bunch, as Bindoon produced 13 cyclists after travelling 1 km of about-to-be resurfaced Great Northern Highway which the rains had brought to the consistency of porridge! (How many wished mudguards were still mandatory?)

By the first control at the top of Bindoon Hill the bunch had already split into three, the gusty winds making tight group-riding hazardous. However at least the rain had gone. On through the undulating wooded section to Toodyay where John Martin was spotted with a broken spoke. First over the long climb out of Toodyay was our guest from Canberra, Nick Payne, with Stewart Stockdale both looking fresh. Nick Payne was a welcome starter as he was one of the first members of the CTA and it was great to see him again. Down the magnificent 7 km descent to the second control at Clackline where Robert Min Oo and John Meakin took the opportunity of a longer stop - Robert suffering with cramp. On through Spencers Brook and Northam with a less welcome wind, but at least it was from the tail up Monument Hill! The Secret Control at Grass Valley was at just half distance with all riders going well and

enjoying the middle day warmth and the opportunity to refill bottles etc. John and Aileen Martin caught Phil Giddins and Kleber Claux mending Phil's puncture and continued with them to York. Nick and Stewart were first into Beverley at 15.22 with 273 km behind them, the others went by in twos and threes with Shane Ritchie, Peter Cooksey, Ron Masterman (our senior member) and Allan Booth riding their usual well-programmed ride, bringing up the rear at 17.46 with light fading in the sky.

The lovely Dale road was pretty testing with the gusty winds and steepish climbs and the Brookton Highway was a welcome sight. Support car driver Richard Evennett performed a most acceptable service in dispensing water and food near the Lesley Picnic area as there are no shops for about 90 km on this lonely stretch. Unfortunately Lin Hambleton was forced to retire from the ride on the Brookton Highway with extreme fatigue - more rice power next time Lin? The earlier riders were lucky with a light tail breeze on the Brookton Highway but this abated as the sky cleared for a brilliant though pretty chilly night. The descent of Kalamunda Hill stiffened several aching knees!

First finishers were Nick Payne and Stewart Stockdale at 22.15. Shane Ritchie arrived with whoops of joy at 2.03 am and quote of the event must go to Phil Giddins who, when asked how it felt to complete the 400, replied "I am glad it is only 400 km and not 401!" Allan, Ron and Peter arrived at 2.20 looking unbelievably fresh and showing the benefits of riding well within their ability; in spite of Allan's punctures. Aileen Martin gets special mention as our only lady Randonneur with the very creditable finishing time of 22.43. Robert Min Oo and John Meakin came in together at 01.25, Robert was suspected of falling off but was only kissing mother earth at the finish! John Meakin had a near accident when a rabbit ran across the road and jammed itself between his chainwheel and frame. He was lucky to stay upright (*but did he manage to catch the rabbit? ... Ed*). Our non-starter Bert van de Moosdyk was all ready to saddle up for a 3 am start on the Sunday morning have got his dates mixed!

A very successful event, in spite of the weather.

Bob Stockman

### 600 km AUDAX (9-10 May, 1987)

The weather forecast for Saturday was for rain, chance of thunder storms with strong to gale force south westerly winds and a second cold front to come through on Sunday. Yes, you guessed that our first leg was 180 km south west to Bunbury!

We met at Armadale at 4.30 am for a 5 o'clock start, luckily not raining and everyone in fine spirits. The rain actually did not dump itself on us until about 30 km out of Bunbury. Here our luck really ran out all at once; gale force winds, heavy rain, road works and impatient motorists. The rain and roadworks stopped just before our check point at Bunbury where our backup gentleman Geoff Creighton was waiting with a watermelon grin and, most importantly, the kettle boiling for a cuppa, the most welcome sight since leaving home.

Just time to eat and back on our bikes before heavy rain pelted us again but now with the wind at our backs we made good time to Mandurah where we had a break, then back to Armadale with everyone in by 7.30 pm, a total of 360 km covered.

Another 5 am start on Sunday in arctic conditions. This leg down Albany Highway to Crossman, our cold, tired legs almost refusing duty as we climbed up Bedforddale Hill. From Crossman to Boddington and on to Dwellingup, beautiful countryside but OH those hills with the weather very cold and a couple of short, sharp

Continued on page 4



**The Bicycle Entrepreneur**

COMPLETE RANGE OF GENTS, LADIES & CHILDRENS CYCLES

**277 9181**

Open 7 Days Per Week  
8.30 a.m. - 5.30 p.m.

157a GREAT EASTERN HWY., BELMONT

**H.D. STALLARD CYCLES**

FOR ALL THE BEST IN CYCLE EQUIPMENT

CAMPAGNOLA - ZEUS - SIMPLEX - CINELLI - T.T.T. - MAFAC - REGINA - HURET - T.A. - BROOKS - UNICA - WEINMANN - FIAMME - MAVIC - KNIGHT - STRONGLITE - UNIVERSAL - PIRELLI - CLEMENT - WOLBER - ATOMS - TOOLS - SHIMANO - CANETTI - etc.

**12 Burswood Street  
Nedlands WA 6009**

**PHONE 381 8815**

**AVOCET CYCLES**

27 St. Quentin Avenue,  
(P.O. Box 55)  
Claremont  
Western Australia 6010

Telephone (09) 384 8365



showers. With everyone together and a tail wind we made good time home from Dwellingup.

Entrants were Stewart Stockdale, Robert Min Oo, John Meakin, Shane Ritchie, Phil Giddins, Albert van de Moosdyke, John and Aileen Martin. Geoff Creighton drove our support vehicle on both days using for the first time the trailer bought specially to carry riders' gear and with facilities to provide hot drinks at control points. This is a real boon on Audax rides and we thank Geoff for his help.

Congratulations go to the Audax Sub-committee for the excellent rides they have held so far this year and special thanks from those of us who are off to Paris to ride the PBP. Already we have 6 riders who have earned their Super Randonneur badges for this year and I am sure we will have more before the end of the year.

Aileen Martin

### THOUGHTS FROM A TOUR LEADER

1. Remember, consideration is the essence of a contract  
OR  
you haven't got a place until it is paid for in full.
2. If you want to go, get your entry in early so the organizers can increase accommodation bookings if numbers are higher than expected.
3. Ensure your bike is in good order with plenty of tread on the tyres. Also that your spare tubes etc are ready for use. Check that the puncture repair glue is still liquid in the tube (it has a limited shelf life after opening).
4. Don't embarrass the tour leader with requests for access to community food for lunch-time sandwiches or late night snacks when the entry states that breakfast only is provided.
5. Make an early booking and go along and

ENJOY THE CYCLING!  
A nonny mouse

## GENERAL NEWS

### BICENTENNIAL/INTERNATIONAL FRIENDSHIP RIDE

Planning for the across Australia leg of the Friendship Ride is progressing with the appointment of Barry Newell as Ride Leader by the W.A. Friendship Ride organisers. This ride will be supported by a bus as a back-up "sag waggon" for the whole journey thru Coolgardie, Nullarbor, Adelaide, Melbourne to Sydney. As outlined in the previous Newsletter potential tourists for whole or part of the ride are sought by BIFR. Departure date is set at 31 Oct or 1 Nov 1987 with daily distances in the 80-100km range and lay-days each 5th day. Riders interested in the first stage of the ride should allow about 7 days to Coolgardie then return either by bus or add an extra day or so to ride the extra 35km to Kalgoorlie and return by train.

Accommodation will be in halls, hostels, caravan parks, camping grounds along the route and road-side camps alongside the bus/sag waggon when between civilisation.

For further details contact BIFR Leader Barry Newell on 459-7011(w) or 328-5013(h).

### ..... and the LIGHT shone forth.

by a cycling rabbit

A recent survey by the Newcastle Cycleways Movement and an article in their news sheet 'Cyc-ed out' confirms our W.A. experience with difficulty in finding acceptable performance lighting sets for bicycles.

N.C.M.'s researchers conducted on-road tests at increasing speeds with a variety of generator and battery powered lighting systems, to establish which lights which gave the best illumination of the road ahead for the cyclist. They determined the "Maximum Comfortable Speed" (MCS) at which the test bikes could be ridden down a specific set of hills with various lighting systems - the higher the MCS the better the lighting system.

They concluded firstly that the lights with Halogen globes allow approximately the same MCS as incandescent filament bulb lights of twice the power rating of I.F. bulbs - incandescent filament bulbs are similar to normal hand held torch globes or low voltage versions of domestic light globes. The 2.4 watt Halogen globe which fits both the I.K.U. and Union (Germany) headlamps and a 6 watt I.F. of another brand both allowed an MCS of approximately 35 kph in the Newcastle tests.

Considering the speeds we can achieve down even a modest hill, 35 kph cannot be regarded as really adequate but the brighter lights allowing higher MCS's tested at Newcastle were either not commercially available in Australia or consumed too much power to be satisfactorily generator driven or like the 4 watt U.S.A. manufactured Velo-Lux with a MCS of 45 kph cost too much at \$250 for their complete system including generator, overload protection (to prevent 'blowing' globes on fast descents) and an automatic battery backup to provide light even when stationary - the study report doesn't say whether the \$250 includes a tail light too!

#### BATTERY LIGHTS ?

Secondly N.C.M. concluded that none of the minimum cost battery powered lights with 1 watt or lower powered globes gave adequate light to illuminate the road ahead for the cyclist, and whilst they did not evaluate the light's effectiveness at attracting the motorists attention at night, my personal experience is that even with fresh batteries the lights of the Wonderlight or Cat-eye type give inadequate illumination on both criteria.

#### MORE LIGHT ?

For the committed night cyclist N.C.M. reports some of their members have been experimenting with 5.5 volt 1 amp Eveready type HPR-36 Halogen globes in their I.K.U. and Union headlamp bodies with dramatically improved illumination raising the MCS from 35kph to around 45kph. However N.C.M. point out some heat damage to the headlamp bodies may occur.

These globes would absorb the complete output of a convention 6 watt Sanyo Dynapower or equivalent generator - the HPR-36 globe is really a candidate for powering from a rechargeable battery setup. This still leaves you with the problem of powering the tail light!

#### TAILLIGHTS

Tail light performance was not addressed in the N.C.M. report however at last a reasonable taillight is available in W.A. Discard your old 12mm (1/2") diameter micro Sanyo or "el-cheapo" chrome body Star 50mm diameter taillight and buy the Sanyo 75mm diameter high visibility taillight which has a proper parabolic reflector to maximise the amount of red light beamed towards the motorist behind you who may be about to drive right over you. These Sanyo taillights are, in fact, headlight bodies and parabolic reflectors but fitted with a red glass to diffuse the light to

Continued on page 5

### HILLTOP CYCLES 446 6947

251c Scarborough Beach Road,  
Doubleview 6018

Touring and racing equipment  
Sun-tour clusters and wheels built  
to your specifications  
Michelin and Specialized tyres  
Huret - Suntour - Shimano Gears  
Parasport Clothing

### OLIVERS CYCLELAND 339 1415

166 Canning Highway, East Fremantle 6158

## Wards Cycles

SALES • REPAIRS  
ACCESSORIES  
CUSTOM BUILT FRAMES

276 5181

ROBERT AIBERTI  
2 WELLINGTON RD., MORLEY  
(Cnr Walter Rd.)

## FLEET CYCLES EST. 1934

Lightweight & Touring  
Specialists

Lay-By your Lightweight  
Trade-ins Welcome

143 Walter Road, Morley, W.A. 6062.  
276 2389



the following motorist in place of the clear headlight glass designed to concentrate light onto the road.

An additional feature of this Sanyo taillight is the recess in the plastic body just above the mounting bolt hole where you can carry a spare globe, a great safety aid should you blow a globe out on the road at night.

#### LOW SPEED LIGHTING

The major drawback of all generator powered systems is that the cyclist is virtually invisible to motorists when the cyclist is at low speed or stopped at an intersection just when the cyclist is most vulnerable and needs to be most visible. High powered battery systems are now occasionally seen but these are usually custom built systems for dedicated nighttime cyclists (like 600k Audax riders); these battery systems, unlike the riders, are usually readily re-chargable from the mains at home.

Hybrid systems i.e. systems with generator for normal road speeds and an automatic switch over to battery at low or zero generator output power are available overseas (e.g. the Velo-Lux mentioned above) but still rare in Australia. One German battery backup unit has been seen in a Perth cycle shop but as the sales features and instructions were in German it is difficult to decipher what was required to complete the kit or how it was supposed to work and whether, in fact, it has an auto switch over feature.

#### YOUR NEW SYSTEM

Based on local availability and realistic cost the suggested lighting system for this winter in Perth is

• a Sanyo "DynaPower" generator, the one with the large driving roller which runs on the main road tread of the tyre, coupled up to

• an I.K.U. or Union Halogen headlight with in-built over voltage protection (called Zenner diodes for the electrically minded) and

• 75mm Sanyo taillight with in-built parabolic reflector.

Combine your efficient lighting system with the regulation rear facing red reflector mounted above the rear brake and rear facing pedal reflectors. Remember:

### BE SAFE - BE SEEN

#### NEW PRODUCTS CORNER

Fleet Cycles of Morley have acquired the new range of ASICS touring shoes. The range features a special plastic board insert under a removable padded sockliner. This gives rigidity for cycling and comfort for walking. There is a unique grid system to lock the pedal for power transmission.

The upper is one-piece reinforced suede leather with air ventilation holes, also lateral reinforcing of toes to prevent toe clip and strap damage. Colours are smokegrey/black in a "sneaker" style.

Recommended retail price is \$87.00. There is a special discount available to CTA members at Fleet Cycles.

#### THOSE DUAL USE PATHS AGAIN!

Dale Neil has written a letter to Mr David Smith MLA, Chairman of the Public Accounts and Expenditure Review Committee, to draw attention to the disparity in costs between Dual-Use Paths and On-Road treatments. Excerpts of his interesting letter are reproduced below but if you would like to read his full submission then please contact our Secretary, Denise McEvoy or President, Martin Bunney.

"From 1983 to 1987, the W.A. Government, complemented by C.E.P. funds, spent in the order of \$12,000,000 on the construction of Dual-Use Paths (commonly referred to as 'cycleways'). At the same time, less than \$20,000 was spent on On-Road Treatments (bicycle lanes, sealed shoulders and edge-lines). While the expenditure of funds on cycling facilities is applauded, the manner in which funds were allocated and the cost-effectiveness of the treatment modes should be seriously questioned.

One kilometre of D.U.P. costs approximately \$35,000 to construct compared to about \$400 for one km of Edge Line.

Not only are Edge Lines only 1% of the cost of D.U.P.s but they offer considerable functional advantages:

1. Studies conducted by the Main Roads Department here in Western Australia and by similar bodies in Victoria, the United States and the United Kingdom show clearly that Edge Lines result in significant improvements to motorist and cyclist behaviour and a corresponding reduction in accident rates. They are an efficient, cost-effective method of improving traffic management.

2. Faster moving cyclists are more suited to the carriage-way than D.U.P.s where they conflict with joggers, walkers, prams, dogs etc. There is a growing concern in the community from passive users of D.U.P.s about this conflict.

3. The continuous bitumen surface of Bicycle Lanes is far preferred by cyclists to the corrugated concrete surface of most D.U.P.s. (The surface is the most common reason cited for post-novice cyclists preferring the road to the D.U.P.)

4. Bicycle Lanes have been used extensively in both city and rural areas overseas

(e.g. New Zealand - particularly Christchurch, United Kingdom and Holland.)

5. The on-road facility acts to stream and integrate rather than separate. Remembering that the teenage and young adult cyclist are the motorists of the future, this advantage has ramifications for long term goals of improving attitudes and roadcraft. The over-protective nature of D.U.P.s encourages lax and sometimes foolhardy cycling behaviour which can be carried over to motor vehicles.

6. Metropolitan Bicycle Lanes (Edge Lines) currently operating in Perth - West Coast Highway, Mullaloo; Whitford's Ave, Whitford; Victoria Avenue, Claremont and Brockway Avenue, Graylands are all being used successfully and safely."

The solution lies with the Bicycle Policy Committee. Both by policy and practice it should redress the imbalance created in recent years by encouraging and funding local authorities who submit plans for on-road treatments. This would result in a significant saving of public expenditure as well as improved, cost-efficient and safer cycle facilities."

Dale Neill

## GLEN PARKERS BICYCLES



- SAFETY FLAGS & VESTS
- VARIETY OF HELMETS
- KARRIMOR PANNIERS
- CYCLE CLOTHING & SHOES
- ACCESSORIES & REPAIRS

TRIATHLON EXPERTS  
RACING SPECIALISTS  
CYCLE INSURANCE AVAILABLE

124 STIRLING HIGHWAY, NEDLANDS  
386 6408

## HILLMAN CYCLES

Australia's Leading Lightweight Specialist  
Established 38 years

Campagnolo - Clement - Guardian - Rivat -  
Adidas - Detto - Pietro - Karrimoor - Blackburn -  
Eclipse - Suntour - Brancale - Michelin - 531 +  
531sms Frames made to measure - wheel  
building - single repairs - Clothing made to order

111 Brighton Rd, Scarborough WA 6019  
(09) 341 3581

46 Grantham St, West Brunswick Vic 3055  
(03) 380 9685

## ACCESSORIES & REPAIRS TO ALL MAKES



- PROFESSIONAL
- LIGHTWEIGHT
- BMX • FAMILY
- TOURING
- CLOTHES
- TOOLS

Ph: 362 6977 170 Albany Highway  
362 6797 Victoria Park 6100  
(Near the Causeway)

HOME OF THE **Eagles**



# C.T.A. RIDES

July, August, September 1987

## GRADING SYSTEM

0 - 40 km	* = Flat Terrain
40 - 80 km	** = Moderate Terrain
80 - 120 km	*** = Hilly Terrain
120 + km	**** = Very Hilly Terrain

### JULY 5

Grade: 80 - 120km \*\*\*\*

Meet at Perth Railway Station at 8.30 am for a hard ride to Mundaring Weir then onto Canning Dam via Pickering Brook and finally onto Wungong Dam, then returning to Perth late afternoon. Note this ride is a good training ride for the "10,000 in 8". Stops will be held at Mundaring and Croyden Tea Rooms for refreshments.

Leader: Stewart Stockdale

### Three Dams Ride

Time 8.30 am

### JULY 12

Grades: 0 - 40 km \*\* to \*\*\*

Meet at Kelmscott Railway Station at 10.00 am for a leisurely ride around the Kelmscott area before testing yourself on a hill climb to Canning Mills Road approximately 3 km.

Leader: John Sherwood

### Kelmscott Ride and Mountain Climb

Time: 10.00 am

### JULY 19

Grade: 80 - 120 km \*\*\*\*

Meet at Kelmscott Railway Station at 8.30 am to register for a 9.00 am start. A hard ride up the worst hills in the Darling Scarp. This course is only for the very fit. Low gears essential. Time limit 8 hours. Badges can be obtained by successful riders. Members or new members only.

Leader: Richard Evennett

### The "10,000 in 8"

Time: 8.30 am

### JULY 19

Grade: 0 - 40 km \*\*

Meet at the Causeway Car Park at 9.00 am for an easy ride to Bibra Lake, returning to Perth around midday.

Leader: Sue Bailey Contact: 450 1177h

### Alternative ride to Bibra Lake

Time: 9.00 am

### JULY 26

Grade: 40 - 80 km \*\*\*

Meet at Causeway Car Park at 9.00 am for a moderate ride to the Bickley Observatory. Bring snacks or buy refreshments on the way. Return to Perth early afternoon.

Leader: Alan Bourne

### Bickley Observatory Ride

Time: 9.00 am

### AUGUST 2

Grade: 0 - 40 km \*

For those interested in miniature trains, meet at the Causeway Car Park at 10 am for an easy ride to Castledare. Return to Perth around midday.

Leader: Bea Page

### Castledare Ride

Time: 10.00 am

### AUGUST 2

Grade: 0 - 40 km \*\*\*

Meet at Kelmscott Railway Station at 10.00 am for a ride through the hill tracks to Cohuna Wildlife Sanctuary, returning to Kelmscott early afternoon. C.T.A. members only.

Leader: Tony Willis

### Alternative Multi Terrain Ride

Time: 10.00 am

### AUGUST 9

Grade: 80 - 120 km \*\*\*

Meet at Midland Town Hall at 10.00 am for a hard ride up Toodyay Road past Gidgegannup then onto Wooroloo, Parkerville and Mundaring. Return to Midland late afternoon. Bring lunch or buy on the way.

Leader: Stephen Booth

### North Eastern Hills Ride

Time: 10.00 am

### AUGUST 15 (Saturday)

Grade: 300 km \*\*\*

A new course for 1987. Meet at Midland Centrepoint Shopping Centre at 2.30 am for a 3.00 am start (18 hour riders) or 4.30 am

### 300 km Achievement Ride

Time: 3.00am  
or 5.00 am

for a 5.00 am start (14 hour riders). The course will be from Midland to Yanchep, Guilderton, Gingin, Toodyay and Midland. All bicycles must be equipped with suitable front and rear lights. C.T.A. members only.

Leader: Richard Evennett

Contact: 444 8792h

### AUGUST 16

### Cut off Date for Bookings for The Couples Weekend

### AUGUST 16

Grade: 0 - 40 \*

Meet at Causeway Car Park at 9.30 am for an easy ride to Wireless Hill, returning to Perth around midday.

Leader: Bunny Family

### Wireless Hill Ride

Time: 9.30 am

Contact: 330 3659

### AUGUST 23

Grade: 40 - 80 km \*\*

Meet at the Midland Town Hall at 10.00 am for a moderate ride to Walyunga Park for a B.B.Q. lunch. Bring your own meet or lunch as there are no shops at the park. Return to Midland mid afternoon.

Leader: Brian Jahn

### Walyunga Park B.B.Q. Ride

Time: 10.00 am

Contact: 341 3269h

### AUGUST 30

Grade: 40 - 80 km \*\*\*

Meet at Causeway Car Park at 8.30 am or at Kelmscott Railway Station at 9.45 am for a moderate ride to the Waterwheel Tea Rooms on Albany Highway for morning tea. Return to Perth early afternoon.

Leader: Eddy Rzemek

### Waterwheel Tea Rooms Ride

Time: 8.30 am  
9.45 am

Contact: 342 5792h

### SEPTEMBER 5 - 6

See "Notice Board" on page 1 for more information.

### Couples Weekend at York

### SEPTEMBER 6

Grade: 0 - 40 km \*

Meet at the "Log" in Kings Park at 9.30 am for an easy ride to Point Walter where refreshments can be obtained. Return to Perth around midday.

Leader: Dennis Braddon

### Point Walter Ride

Time: 9.30 am

Contact: 337 9796

### SEPTEMBER 6

Cut off Date for Bookings for the Wongan Hills Long Weekend.

### SEPTEMBER 13

Grade: 40 - 80 \*\*

Meet at Karrinyup Shopping Centre at 9.30 am for a moderate ride through Wanneroo, past the Wanneroo Motor Racing Circuit, to Wanneroo Road. Returning to Karrinyup via Joondalup and Mullaloo. Bring lunch or buy on the way.

Leader: John Sherwood

### Northern Suburbs Ride

Time: 9.30 am

Contact: 447 8939h

### SEPTEMBER 20

Grade 0 - 40 km \*\*

Come and listen to some local jazz. Meet at the "Log" in Kings Park at 10.30 am for an easy ride to Jabe Dodd Park in Mosman Park, or if it is raining at the Railway Hotel in Freemantle. Bring B.B.Q. lunch pack and bicycle lock. Ride ends at the park, but you can stay on and listen to the jazz until 4 pm.

Leader: Martin Bunny

### Trad Jazz Ride

Time: 10.30am

Contact: 330 3659h

### SEPTEMBER 26 - 28

Grade: 20 - 80 km \*\* to \*\*\*

Meet at Stockman's Garage, 15 Loton Avenue, Midland on Friday evening at 6.00 pm for a 6.30 pm departure to Wongan Hills by bus. Note there is a limit of 16 bicycles on the trailer. Bookings and a deposit of \$20 to Ron Bowyer by the 6th of September 1987. Accommodation has been arranged for a maximum of 18 people at the local hotel. Cost approximately \$15 per day for bed and breakfast, evening meal extra. Return to Midland on Monday afternoon.

Leader: Ron Bowyer

### Wongan Hills Long Weekend

Time: 6.00 pm

Contact 382 3993h

### SEPTEMBER 27

Grade: 40 - 80 km \*\*

Meet at Causeway Car Park at 10.00 am for an easy ride to Lombardo's for morning tea. Return to Perth early afternoon.

Leader: Geoff Creighton

### Morning Tea at Lombardo's

Time: 10.00 am

Contact: 459 4178h

I.H.D. I.H.D.

PAUL  
JOHN  
PHIL  
TONI