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



EDITOR: John Sherwood

March/April 1988  
Issue Number 81

## NOTICE BOARD

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

Fostering Cycle Touring and Protecting  
the Interests of Cyclists

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#### ATTENTION!

If you have a message regarding your subscription on the mailing sticker above, be forewarned that you are no longer a financial member, and this is the last newsletter we can afford to send you. So . . . please forward your 1988 subscription to the Treasurer, P.O. Box 174, Wembley, 6014 to renew your membership and continue to receive your C.T.A. Newsletter.

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#### CYCLING COMPANION WANTED

A cycling partner is required for a ride to Sydney, leaving Perth in September 1988. Also required is a partner for rides in the Hills area on Saturday afternoons. If interested, contact Mike Madlener, ph 298 8922 (H).

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#### FOR SALE

19" X 20 1/2" Centurion Accordo touring bike, Tange Champion No.5 Cro-Mo tubing, Takagi Tourney 50/45/30 triple chainset (rings interchange with Sugino triples) with Suntour Perfect 14-28 cluster for "half step + granny" gearing, Suntour AR and Mountech derailleurs, Suzue QR alloy hubs and Araya alloy rims, Selle Royal anatomic saddle, Esce mudguards, DiaCompe brakes, Blackburn rack.

\$475 O.N.O. For further info call Martin Bunney 330 3659.

## STOP PRESS

The Slow Learning Childrens Group of W.A. are organising a Bikeathon from Perth to Fremantle on Sunday 27th March 1988, departing from McCallum Park at 9.00 am. It is expected that up to 3000 cyclists will take part.

While C.T.A. is not officially taking part, we have a ride to Fremantle planned for that day, departing from the Narrows bridge at 9.00 am.

As Channel 9 are believed to be covering the event and the subsequent Triwest Criterium at Fremantle later in the day (it will

be shown on the following Saturday's Wide World Of Sport), it is a good opportunity to "wave the flag".

All C.T.A. members are encouraged to come on the ride wearing their new (or old) C.T.A. cycling shirts and help hand out membership forms to the masses of cyclists at Fremantle.

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

|                           |                  |             |
|---------------------------|------------------|-------------|
| <b>President:</b>         | Martin Bunney    | H. 330 3659 |
| <b>Vice-President:</b>    | John Sherwood    | H. 447 8939 |
| <b>Secretary:</b>         | Denise McEvoy    | W. 425 7165 |
| <b>Treasurer:</b>         | Geoff Creighton  | H. 459 4178 |
| <b>Committee Members:</b> |                  |             |
|                           | Arie Lemson      | H. 448 2834 |
|                           | Bea Page         | H. 450 3655 |
|                           | Richard Stallard | H. 362 4340 |
|                           | Sue Stockdale    | H. 450 3245 |

## NEW PRODUCTS

### NEW PANNIER MOUNTING HARDWARE

Just when you thought the best panniers in the world were perfect, Wilderness Equipment of North Fremantle (yes, they do make the best panniers in the world!) have made a further improvement. Ian Mailey and his people have developed a new ABS moulded plastic pannier mounting clip to replace the previous bent metal pannier hanger. The new plastic clip has its fastening holes in the same locations as the superseded hanger so you can drill out the old metal rivets and attach the new clip with stainless steel self tapping screws. In addition a strategically placed "bulge" has been added to the moulded clip for improved retention of the pannier on the rack when riding on rough roads. A further feature of the ABS clip is provision for a third self tapping screw which will COMPLETELY anchor the pannier to the rack for the ultimate rough road or for better pannier bag security when at University, the shops or on tour.

Wilderness Equipment will supply the new "Super Tour" clips and 2 mounting screws for \$1 per clip and for a nominal additional charge will even fit the replacement clips to Wilderness panniers (or other brands - the holes through the pannier may need re-drilling to suit W.E.'s hole centres).

Call Wilderness Equipment on 335 2813 for further details.

*Martin Bunney*



## MORE BIKE MAPS

Action Outdoors Association Ltd have developed a package of 29 cycle leaflets. Each leaflet consists of a detailed map, tour description, tips, road conditions, alternative routes and points of interest. The cycle tours have been chosen to cover some of the states most scenic and accessible landscapes. Titles include "Canning River", "Dwellingup", "Kirup", "Cosy Corner", "Moons Crossing", "Stirling Ranges", and "Donnelly River". The maps would be suitable to use in planning a cycling holiday or one day excursions into the country. Available to C.T.A. members at the special rate of \$9.00.

Contact Denise McEvoy on 425-7165 (w).

## C.T.A. COTTON CYCLING SHIRTS

We now have on hand stocks of the new C.T.A. cycling shirts in cool yellow cotton with white collar and piping on the sleeves. It carries the Club logo on the back and a neat version of our circular Club badge on the front. The new style also incorporates a comfortable collar to help avoid sunburn on the back of the neck and rear pockets for all those Mars Bars, bananas, muesli bars, spare parts etc which could not be carried in the former tee shirt style.

As the new shirts are a snug cut you will generally require one size larger than your normal tee shirt size when ordering from our Treasurer Geoff Creighton.

Don't be a \$65 mobile billboard for Italian ice cream or Spanish soft drinks - at only \$22 the new C.T.A. cotton cycling shirt is excellent value and advertises our club everytime you wear it.

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## FRONT AND REAR CARRIERS

Matching front and rear carriers for touring bicycles, manufactured out of REYNOLDS 531 c.d.c. tubing, they are brazed with nickel bronze and are nylon coated for durability. There are two types of front carriers, both low rider. One is designed for cantilever brakes and the other for caliper brakes. Both racks put the weight behind the front axle. The rear carrier is made to suit all makes of panniers and is very rigid. All carriers require braze ons.

PRICES: Front carriers \$65  
Rear carriers \$80

For further information contact Karl Wetton on 339 3315. Karl can also put any extra braze ons required such as biddon holders, front and rear carriers, etc.

# GENERAL NEWS

## C.T.A. - the CYCLING ADVOCATE

by a cycling rabbit

Your Association's letter head says *"The cyclists' association fostering cycle touring and protecting the interests of the cyclists"*

Most C.T.A. members are only vaguely aware of the advocate role carried out on their behalf by the Committee. We are pleased to report that submissions on behalf of all commuting, touring and

recreational cyclists by C.T.A. to both the Main Roads Department and Perth City Council have helped achieve the re-installation of the cyclists exit path from the Riverside Drive dual use path at the Tee intersection with Victoria Avenue. This path was ripped up by the authorities without any consultation with BikeWest - the State Government's official cycling policy group or without notification to the users or user groups.

To reduce the danger at this Tee intersection, where cyclists heading up Victoria Tce had a split second to beat cars turning right and heading west along Riverside Drive, we have successfully lobbied for the *first cyclist push button activated on-demand traffic lights in W.A.* - although the "cycle only" phase is only about 6 seconds so don't dilly dally around when the cyclist only phase lights up!

Please note that the western path across to the Riverside Drive kerb (the one closest to Barrack St) is "cyclists only" and the path on the eastern side of the intersection is for "pedestrians only", information signs have been erected already - please take note and obey the signs.

The Plain St - Victoria Ave intersection should have a similar D.U.P. exit path and cyclist operated push button on-demand traffic light phase by the end of February except that at Plain St the cyclist will use the east path and the pedestrians the west path.

If you find the new access paths and traffic light phase make for a safer more convenient crossing of one of the busiest roads in Perth then please write a short note to both M.R.D. and Perth City Council and express your approval.....cyclists need all the written submissions we can get to remind the authorities that cycles are legal vehicles and that cycling is a valid and popular mode of transport.

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## INJURY PREVENTION AND REHABILITATION

This is the first of a series of Newsletter articles on this subject by Sports Physiotherapist Peter O'Connell.

## SPECIAL CONSIDERATIONS WHEN CYCLING IN THE HEAT

Performing sustained exercise in a hot climate such as we experience in Western Australia during the summer months can be a dangerous pursuit. Heat exhaustion and even heat stroke are very real possibilities. Cyclists should be well versed in some basic measures which will enable them to enjoy their sport safely.

The following are some of the most basic DOs and DONTs which should provide for safe cycling in the heat.

## WHY THE DANGER?

During exercise, the body becomes hot. The heat is carried in the bloodstream to the skin where it is dissipated in the cool air through four means: radiation, convection, conduction and evaporation. In hot weather the temperature difference between the air and the skin is small, so that only evaporation (through sweating) can effectively control body heat. An effective sweating mechanism is vital when cycling in hot weather.

## ACCLIMATISATION

People who are accustomed to exercising in the heat become

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better at it. They have a better work capacity and experience less discomfort during the exercise. Through this "acclimatisation" the body sweats more effectively.

Acclimatisation takes time – at least two weeks – so don't try to do too much too quickly.

#### LEVEL OF PERFORMANCE

Hot weather saps strength and cuts endurance. You should expect this and make allowances in the distance you travel and the time it takes.

#### FLUID REPLACEMENT

The body loses a tremendous amount of fluid during a long cycle ride, and this is especially so in hot weather. It is absolutely vital that this fluid is replaced. The following principles should be followed:

- Water is more than adequate on most occasions. However, for longer rides, rebalancing minerals and replacing "fuel" in the body is also an important consideration. Diluted orange juice and fruits such as bananas are ideal.
- Drink one cup of water 10 minutes before starting the ride.
- Once on the bike, do not wait until you are thirsty before starting to drink.
- Drink the equivalent of one to two cups every 15 minutes after starting the ride.

Ideally the water or juice should be cold. There used to be a mistaken belief that cold drinks caused stomach cramps. Recent studies have shown that cold drinks are absorbed faster than tepid ones, and are more valuable as a cooling agent.

#### CLOTHING

The best clothing a cyclist can wear in hot weather should be solid enough to block the sun's rays and porous enough to allow evaporation of sweat. Keeping the clothes wet if possible will assist the evaporative cooling of the body.

Light colours will help to reflect the sun's rays. Dark colours should be avoided.

If you wear a helmet, it is essential that it has good ventilation. If you wear a cap, keeping it wet will help keep you cool. 20% of your body's heat is lost through the head, so what you wear on it is vital.

#### COMMON SENSE!

If a hot day is forecast, it would be ill-advised to plan a ride in the middle of the day. Early morning or evening would obviously be much more sensible.

In the category of common sense, I include the following:

- NEVER take salt tablets to help your performance in the heat.
- NEVER, EVER take amphetamines before a ride.

If the above basic rules are adhered to, there is no reason why you shouldn't be able to enjoy your cycling even through the hottest Perth summer.

*PETER O'CONNELL*

*B.P.E.; B. App. Sc. (Physio); Grad. Dip. Sports Physio.;  
M.A.P.A. Sports Physiotherapist  
Perth Physiotherapy Centre, 12 St Georges Tce, Perth.*

#### BIBBULMUN TRACK - BY A.T.B.

The concept of the Bibbulmun Track as a long distance walking track was first suggested in 1972 by various bushwalking groups. Approximately 530 km in length, it stretches from Kalamunda to the Shannon National Park in the far south of the state. The route is marked by colour coded triangles and signs, and the Department of Conservation and Land Management (C.A.L.M.) has produced a booklet of maps and route descriptions.

Though it has been designed principally with walkers in mind, we have found that some sections provide excellent passage for All Terrain Bikes (A.T.B's.). Its use in this way however, is limited by restricted access to Jarrah Dieback areas - care should be taken to check with C.A.L.M. regarding the location of these areas.

The sections we have covered by A.T.B. include various circuits around Pemberton and Northcliffe. Most recently we tackled the Jackson Road to Shannon Townsite and return route - a total distance of approximately 60 km. The track surface on this section ranges from well defined bush tracks and roads, to a disused railway line, to tracks which are not very well defined at all! The route passes a mixture of bush and farmland to the Boorara Tree - a fire 'lookout' tree in days gone by. It then follows the Gardener River north for 6 km before heading east toward the Shannon. The track in this section varies from leafy Karri lined lanes to bright white shale tracks through burnt blackboy swamps. The last section follows a disused railway line through a mixture of Peppermint, Karri and swampland. The railway line was built in the 1940's to service the Shannon timbermill. The sleepers and rails have long since been removed to leave the A.T.B. rider with a well defined track scattered with many negotiable objects such as fallen logs, undergrowth and broken bridges. Wildlife abounds in this area with many birds, kangaroos and emus as well as the occasional snake being seen.

The Shannon National Park offers basic camping facilities including toilets, showers, barbeques and shady private sites for no charge. All that is asked is that all litter is removed and that the wood fired water heater is fuelled for the next camper. It is necessary to carry all supplies except water as the campsite is 30 km from the nearest food store.

For those looking for something different touring by A.T.B. could be the answer.

*Sue Stockdale.*

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## GEARING FOR THE NEW CHUM

"What gear are you in?" asked the new chum of the old tourist as they puffed and panted up the hill.

"I'm on 76" replied the old hand.

"What?" queried the new chum expecting an answer like 'third gear'.

The 'old hand' was referring to his gearing by a system which has been around since Michaux and Lallement independently invented the 'boneshaker' penny farthing bicycle in about 1861. Penny farthing bicycles had the cranks and pedals attached directly to the front driving wheel. One complete revolution of the pedals moved the bicycle a distance forward which was directly related to the diameter of the front (driving) wheel. The larger the wheel diameter the further you travelled for one pedal revolution. Alternatively, for two penny farthings riding side by side (is that a tuppence ha'penny?) at the same speed, the one with the smaller diameter wheel has to be pedalled faster than the one with the larger wheel for the same road speed.

Our 'old hand' was referring to the fact that he was turning the pedals of his modern touring cycle at the same rate as Monsieur Lallement would have on a 76" wheel penny farthing.

If our 'old hand' changed down 2 more gears he would then be pedalling at the same rate as Monsieur L. after the latter had jumped off his big bike and climbed aboard his 60" wheel penny farthing. 'Old hand' has life a lot easier than Monsieur L. who needed different bikes for different hills!

The chain transmission on today's cycle allows us to pedal at the same revolutions per minute (termed 'cadence') as Monsieur L. but we can use convenient size 27" diameter wheels compared with the 76" and larger wheels on penny farthings.

'New chum' can calculate the diameter of an equivalent penny farthing wheel by multiplying his wheel diameter by the ratio of his chain transmission.

He was riding a bike with a 27" rear wheel and using his small 42 tooth front chainring and 15 tooth rear cluster cog. Thus his equivalent penny farthing wheel diameter is

$$27" \times 42 / 15 = 76"$$

Upon changing down two gears to the 19 tooth rear cluster cog his equivalent wheel diameter is now

$$27" \times 42 / 19 = 60"$$

When wooshing down Greenmount 'new chum' shifted into his highest gear - the 52 tooth front chain ring and smallest 14 tooth rear cluster cog, his equivalent wheel diameter is now

$$27" \times 52 / 14 = 100"$$

Just imagine sitting 9' above the road, astride a penny farthing with 8'4" diameter wheel, tearing down Greenmount at 60km/hour! Aren't chain transmissions wonderful.

*More next issue on suggested gear combinations for double and triple chain ring touring cycles.*

*Martin Bunney.*

## TOUR NOTES

### 300 KM ACHIEVEMENT RIDE

The 300 km Achievement Ride was held on 15th August 1987 over a new course from Midland to Gin Gin via Guilderton, then onto Toodyay and finally returning to Midland. The course was generally well accepted, apart from the hills in the latter part of the ride. The results are as follows:-

|                   |            |
|-------------------|------------|
| PHIL GIDDONS      | 13hr 26min |
| BEA PAGE          | 16hr 39min |
| KEITH PEARMINE    | 16hr 39min |
| BRIAN JAHN        | 16hr 39min |
| TREVOR GORE       | 16hr 00min |
| CHRIS PILLING     | 16hr 39min |
| DENNIS BRADDON    | 13hr 16min |
| EDDIE RZEMEK      | 15hr 56min |
| KLEBER CLAUX      | 13hr 16min |
| A. VAN DE MOODSYK | withdrew   |

*Richard Evennett*

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### BICENTENNIAL BASH THE DUNSBOROUGH Y.H.A. LONG WEEKEND JANUARY 22 -27 1988

The C.T.A. Dunsborough Bicentennial Bash was a relaxing weekend of cycling, swimming and sailing.

By 6.30 pm on Friday evening, everybody had packed themselves and their luggage on the Mercy College bus and were heading south for Dunsborough. It was the start of a long weekend and many others were also heading south for the break, hence the roads were rather hectic. After about 200 kms and a couple of pit stops to stretch our legs (and stomachs of course!) we arrived at Dunsborough.

On Saturday morning we awoke to the invigorating sounds and smells of the sea air. After breakfast and doing our Y.H.A. duties we set off to explore our new surroundings. First stop was the famous Dunsborough bakery (those stomachs again). We then rode on to Meelup Beach for a swim before lunch. The lazies lay around all afternoon, while the keenies rode up hill and down dale admiring the beautiful countryside and visited Denise's favourite spot, Sugarloaf Rock. After stopping to admire the view we hit the road again and rode up the toughest hill the south-west offers - granny gear was the order of the day and a few had to resort to pushing. Next stop was Cape Naturaliste where we had a look around the lighthouse complex before returning to the Y.H.A. for another swim and BBQ tea. Special mention to Mrs Rabbit who managed to prepare a delicious fruit damper for us all. Many thanks.

The Surfie's and Wino's Tour to Yallingup was on Sunday. Some stopped for a swim, while others continued on and rode through spectacular vineyard and farming country. It was a fairly hot day and upon arrival back at the Hostel it took less than five minutes

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### FIXING THE PUNCTURE

*Why don't buses have quick release hubs?*

to hit the beach. While some of the group were playing around on the sand bar Tim received a painful sting-ray bite on his little toe. The surfcat acted as an ambulance and took him to shore. After some first aid treatment he was taken to the Dunsborough doctor for an anti-tetanus and anaesthetic injection, after which he came back all smiles.

On Monday we were all feeling fit and strong and pedalled off in the direction of Margaret River. We rode the back way through Rosa Brook admiring the beautiful countryside and dairy farms as we went. Upon arrival at Margaret River we invaded the local bakery for lunch and the Settlers Tavern for a few refreshing drinks. With all bikes loaded on to the trailer and cyclists packed into the bus we drove out to sample some of the famous wines from one of Australia's best known vineyards - Leeuwin Estate. The wine connoisseurs didn't know what to think when about twenty brightly coloured cyclists walked in. The setting of the estate with magnificent gardens bordered by giant Karri trees is a sight not to be missed.

Reluctantly we boarded the bus for the ?sleepy drive home (who was that person caught sleeping behind her Ricardo cap?). About 10 km from Dunsborough, Richard remarked from the back that he thought he heard a hissing noise coming from the bus as we rounded the corner. Sure enough it was the noise which makes cyclists despair. The only puncture that marred the trip was in the bus! A communal effort ensured a speedy replacement of the spare but I don't recall seeing Martin using the knee and thumb method discussed in the recent Newsletter. Many thanks to those who helped get the bus back on the road so fast.

Swimming and sailing dominated the afternoon. Richard and Judith's surfcat proved to be very popular. Five people piled onto it, three of whom were passengers hoping to be dropped off at the sandbar. About 10 metres off shore our helmsman and former yachtsman, el presidente was the first to notice our curious

sinking feeling. "Abandon ship!", he cried. We dragged it back to shore and upon closer examination noticed that somebody had forgotten to put the plugs in.

For dinner that night we invaded the local restaurant. The delicious food was well worth waiting for. We all had a sing-along around the fire that night and although we weren't in tune, all participants had a great time. John's deep bass voice could be heard booming over the top as we discovered an untapped talent.

Tuesday morning signalled the end of an extremely enjoyable weekend. We packed up our things and then rode along the beachfront roads and cycle paths into Busselton. The keenies then rode up to Wonnerup Beach, through the last remaining mature Tuart forest and on to Bussell Highway where all the bikes were loaded back onto the trailer for the trip home. We stopped at the Bubbling Billy Tearooms in Capel for outstanding country hospitality and refreshments with lunch. Dale bought some ice to keep us cool on the way home. Most was eaten, or placed in bidons and the remainder was deposited down shirts etc.

Finally to wind up I wish to comment on some "lost and founds". "Where's my Hillman bag?" was the common quote of the trip. Hope you found it John.

Then there was Dale's wallet. After a day was spent looking in vain for it, Dale went to bed hoping to resume the search the next day and there lying very still at the end of the sleeping sheet was the elusive wallet. Just how did it get there? Many thanks to Keith and Brian for driving the bus. It was greatly appreciated by all. Just imagine having twenty backseat drivers (and navigators?).

Finally, thanks to Martin for organizing a truly fantastic weekend.

*Neroli Barker*



*A group photo taken at Sugarloaf Rocks*

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# **6 HOUR TIME TRIAL SUNDAY 17TH JANUARY 1988 MUNDIJONG**

Entries for this event were slow in coming. I was beginning to think that everyone had visions of 40°C temperatures, then just before the closing date they flooded in, all 37 of them. With a 5.30am start and a noon finish we get the best of any day, and this one was no exception. It was a beautiful day - clear blue skies, little or no wind and only in the last hour did it warm up a little. Everyone seemed to thoroughly enjoy themselves, I had no complaints, a lot of excellent rides were done.

Two riders were very unfortunate. Bill Clues lost his gold ring on Karnup Road and spent over 3/4 of an hour looking for it. He was going for a gold detector as the ring was a valuable heirloom, when Ron Boyes, a non competitor, came along and picked it up straight away. Bill carried on and finished. Ken Ward lost over 1/2 an hour with a faulty cluster, he came back to the start and changed his wheel, then had a leaking water bottle, which when he managed to get it refilled had to put it in his carrier upside down. Next he was held up on King Road by a train for over 3 minutes. He was riding the non-toe clip and strap type pedals and shoes and the cleat on one shoe broke. He wanted to change his



*Homeward bound after a gruelling 6 hours.*

jersey so he went back to Mundijong and retired - he had covered 126 km, and still had about 1 1/2 hours to go.

Thanks to all the helpers, they made the event a big success. John Martin did an excellent job in taking charge of the event, especially the finishing circuit. On the course and finishing circuit were Sue Bailey, Tom Cook (non-member), Betty Mitchell, Des Jones and John and Ann Waters. Also on the finishing circuit were June Hart and Jackie Reed.

There were 3 Bronze, 10 Silver and 20 Gold awards. The results are as follows:-

| <u>NO.</u> | <u>NAME</u>       | <u>DISTANCE COVERED</u> |
|------------|-------------------|-------------------------|
| 40         | JOHN FEAIN        | DID NOT FINISH          |
| 1          | NEROLI BARKER     | 144 KM                  |
| 2          | RON WAKE          | 131 KM                  |
| 3          | PIERS FORD        | 138 KM                  |
| 4          | CLIFFORD CHAPMAN  | 154 KM                  |
| 5          | DAVID MIDOLO      | 162 KM                  |
| 6          | AILEEN MARTIN     | 145 KM                  |
| 7          | GERRY FREEDMAN    | 153 KM                  |
| 8          | DON FREARSON      | 146 KM                  |
| 9          | D.B. GEBERT       | 143 KM                  |
| 10         | MICHAEL WATERS    | 170 KM                  |
| 11         | SAMUEL BURTON     | 170 KM                  |
| 12         | KEITH PEARMINE    | 150 KM                  |
| 13         | BILL CLUES        | 127 KM                  |
| 14         | STAN WIECHECKI    | 147 KM                  |
| 15         | FRED WATSON       | 159 KM                  |
| 16         | MAX TALBOT        | 146 KM                  |
| 17         | KEN WARD          | DID NOT FINISH          |
| 18         | MANFRED LISSON    | 181 KM                  |
| 19         | SHANE RITCHIE     | 169 KM                  |
| 20         | RON BIRD          | 168 KM                  |
| 21         | PETER BOMBARDIERI | 172 KM                  |
| 22         | ARIE LEMSON       | 172 KM                  |
| 23         | JOHN MEAKIN       | 165 KM                  |
| 24         | NEIL HART         | 161 KM                  |
| 25         | TONY REGAN        | DID NOT START           |
| 26         | JACK IVESON       | 180 KM                  |
| 27         | PAUL HOOD         | 161 KM                  |
| 28         | KLEBER CLAUX      | 170 KM                  |
| 29         | DAVID DOUST       | 175 KM                  |
| 30         | RON RUSSELL       | DID NOT START           |
| 31         | MERV GIRDLESTONE  | 177 KM                  |
| 32         | LINDSAY FISHER    | 175 KM                  |
| 33         | FRED HACKING      | 181 KM                  |
| 34         | JIM BENFORD       | 175 KM                  |
| 35         | RAY REED          | 169 KM                  |
| 36         | BRIAN HAWES       | 183 KM                  |

*Ron Masterman*



## C.T.A. CALENDAR

### C.T.A. RIDES - MARCH, APRIL AND MAY 1988

#### SATURDAY MARCH 5

##### TRAINING RIDE FOR 1000KM AUDAX RIDE

A warm up ride for those participating in the 1000 km AUDAX ride over the Easter weekend. Meet at 13 Cunnold Street, Pickering Brook in time for a 5 am start. Note accomodation can be arranged at the starting point. For more information contact the ride leader, John Martin on 293 8170 (H).

#### MONDAY MARCH 7

##### EARLY MORNING BREAKFAST RIDE

Distance: 50-60 km Grade: Moderate Terrain Time: 7.00 am

Due to the popularity of the last breakfast ride to the Esplanade Hotel, it has been decided to hold another one, this time at the Boardwalk Restaurant in Fremantle. Meet at the "LOG" in Kings Park for an easy ride to Fremantle for a scrumptious smorgasbord at 8.30 am. Cost \$11.50 for a full hot breakfast. As we have to book in advance please forward a deposit of \$5 per person to the ride leader at 48 Berehaven Ave, Thornlie by 28.2.88.

Leader: Beryl Creighton

Contact: 459 4178 (H)

#### MARCH 12

##### PART OF THE ALBANY - PERTH TOUR

#### MARCH 13

##### RIVERTON BRIDGE PICNIC RIDE

Distance: 30-40 km Grade: Flat Terrain Time: 10.00am

Meet at Causeway Car Park at 10.00 am for an easy ride along the Swan and Canning Rivers to Riverton Bridge for lunch. Light refreshments will be provided. Return to Perth mid afternoon.

Leader: Sue Bailey

Contact: 362 4340

#### MARCH 20

##### CROYDEN ELEVENSES

Distance: 80-100 km Grade: Hilly Terrain Time: 8.30 am

Meet at Causeway Car Park at 8.30 am or Kelmscott Railway Station at 10.00 am for a ride up the hills to the Croyden Tea Rooms for morning tea. Return to Perth mid afternoon.

Leader: John Meakin

Contact: 332 5550 (H)

#### SATURDAY MARCH 26

##### WELCOME TO THE BICENTENNIAL RIDERS

Distance: 50-60 km Grade: Moderate Terrain Time: 11.00 am

Meet at the Causeway Car Park at 11.00 am for an easy ride to Fremantle to meet the weary travellers from the Albany-Perth Tour at 2.00 pm. Return to Perth with the tour riders, arriving around 4.30 pm.

Leader: John Martin

Contact: 2938170 (H)

#### MARCH 27

##### END TO BIKEWEEK RIDE

Distance: 50-60 km Grade: Moderate Terrain Time: 9.00 am

Meet at Perth side of the Narrows Bridge for an easy ride to Fremantle with the Albany-Perth tourists to join in Bikewee activities and a ceremony at the Town Hall, where a Bicentennial message from the Mayor of Albany will be presented to the Mayor of Fremantle. Also to watch the final Criterium in the Triwest Race. Bring lunch or buy at Fremantle, return to Perth late afternoon.

Leader: Geoff Creighton

Contact: 459 4178 (H)

#### APRIL 1-4

##### EASTER PANNIER TOUR

Distance: 60-80 km per day Grade: Moderate-Hilly Terrain

This year's Easter Pannier Tour begins in Donnybrook and passesthrough Balingup, Greenbushes and Boyup Brook. A

highlight will be the scenic Balingup to Nannup road. Accomodation will be in hotels in Balingup and Boyup Brook. There is a limit of 15 riders.

For further information contact the ride leader.

Leader: Richard Stallard

Contact: 362 4340 (H)

#### APRIL 3

##### ALTERNATIVE RIDE TO LESLEY PICNIC AREA

Distance: 80-100 km Grade: Moderate Terrain Time: 8.30 am

Meet at the Causeway Car Park at 8.30 am or at Kelmscott Railway Station at 10.00 am for a moderate ride to the Leslie Picnic Area on Brookton Highway. Bring a picnic lunch or buy some on the way. Returning to Perth mid-afternoon.

Leader: Paul Smeets

Contact: 361 2789 (H)

#### APRIL 1-4

##### 1002 KM AUDAX EASTER RIDE

Meet at 13 Cunnold Street, Pickering Brook at 4.30 am in time for a 5.00 am start. Note accomodation can be arranged at the above address. For more information on accomodation and cost of participating, contact the ride leader John Martin on 293 8170 (H). Nominations for the event must be received by 26/3/88.

#### APRIL 10

##### MUNDARING WEIR / C.Y. O'CONNOR MUSEUM RIDE

Distance: 40-60 km Grade: Hilly Terrain Time: 9.30 am

Meet at Stirk Park in Kalamunda at 9.30 am for a moderate ride to Mundaring Weir. Bring lunch or buy some on the way. There will be time to look through the museum dedicated to the work of C.Y. O'Connor, W.A.'s most famous Engineer. Return to Kalamunda mid-afternoon.

Leader: Mark Elliot

Contact: 443 1991 (H)

#### APRIL 10

##### 200KM AUDAX RIDE

Meet at Midland Town Hall st 6.30 am for a 7.00 am start, maximum time allowed 13 hours. Nominations must be received by 4/4/88. Contact ride leader Kleber-Claux on 458 7519 (H) for more information.

#### APRIL 17

##### 50 KM ACHIEVEMENT RIDE

Distance: 50 km Grade: Flat Terrain Time 9.00am

Meet at the Armadale Railway Station at 9.00 am for the 50 km Achievement Ride. This will be held on the flat roads between Armadale and Mundijong. Members or new members only. Time limit 2 1/2 hours.

Leader: Helen Bunny

Contact: 330 3659 (H)

#### APRIL 23-25

##### BODDINGTON CAMPING WEEKEND

Distance: 40-80 km per day Grade: Moderate Terrain

Drive to Boddington with bikes and camping gear on Saturday morning and set up camp in the caravan park beside the picturesque Hotham River. Over the three days, there will be various rides through the surrounding farmland and forest country. The cost for an unpowered tent site is about \$5 per night. There is also a Hotel in the town if you don't have camping gear (ph. 098 83 8007). To get to Boddington, take Albany Highway from Armadale and turn right 2 km past Bannister. It's only 90 minutes drive from Perth, so feel free to join us for a day ride if you can't make it for the whole weekend. Rides will leave from the caravan park at 1.00 pm on Saturday and 9.00 am on Sunday and Monday.

Leader: Richard and Judith Stallard

Contact: 3624340 (H)



APRIL 24

**ALTERNATIVE RIDE TO JARRAHDAL**

Distance: 100-120km Grade: Hilly Terrain Time: 8.30 am

Meet at the Causeway Car Park at 8.30 am or Kelmscott Railway Station at 9.30 am for a hard ride to Jarrahdale via Albany Highway. Return to Perth via South-West Highway mid afternoon.

Leader: Dennis Braddon

Contact: 337 9796 (H)

MAY 1

**ALONG THE CANNING RIVER RIDE**

Distance: 30-40 km Grade: Flat Terrain Time: 8.00 am

Meet at the eastern end of Canning Bridge at 8.00 am for a leisurely ride along this attractive riverfront. Our destination is the historic Woodloes Homestead, a National Trust property. A tour of the homestead has been arranged. Admission is \$1.00 for adults. We will be returning to Canning Bridge around noon. If you bring your car to the start point, there is a small car park accessible from Leonora Street, Como.

Leader: Neil Porteous

Contact: 457 7146 (H)

MAY 8

**NORTH DANDALUP TO DWELLINGUP RIDE**

Distance: 40-60 km Grade: Hilly Terrain Time: 10.00 am

Drive to North Dandalup (about 71 km South of Perth along South West Highway) and meet at 10.00 am. Park in the road to the right off the Highway opposite the turnoff to Dwellingup. We will ride to Dwellingup via Dell Park Road, stopping at South Dandalup Dam for elevenes on the way. Bring lunch or buy some in Dwellingup. As an optional extra, come on a 80 min. train ride into the Jarrah forest East of Dwellingup. The train leaves at 2.00pm and the trip costs \$4.00 per person. We will leave Dwellingup at about 4.00pm, arriving back at North Dandalup at about 5.30pm.

Leader: Bea Page

Contact: 364 8777 (W)

MAY 15

**CANNING DAM BBQ RIDE**

Distance: 80-100km Grade: Moderate Terrain Time: 8.30 am

Meet at the Causeway Car Park at 8.30 or Kelmscott Railway Station at 10.00 am for a moderate ride to the Lesley Picnic Area on Brookton Highway. Bring a picnic lunch. Returning to Perth mid afternoon.

Leader Noel Eddington

Contact: 293 1305 (H)

MAY 15

**300 KM AUDAX RIDE**

Meet at Midland Town Hall at 2.30 am for a 3.00 am start. Maximum time allowed is 20 hours. Nominations must be received by 8/5/88. Contact ride leader, Arie Lemson on 448 2834 (H & W) for more information.

MAY 22

**100 KM ACHIEVEMENT RIDE**

Distance: 100 km Grade: Hilly Terrain Time: 9.00am

Meet at Armadale Railway Station, Forrest Road end at 8.30 am for a 9.00 am start. Course is the same as last year - Albany H'way to Glen Eagle, then via Jarrahdale to Serpentine, Mundijong and back to Armadale. The time limit is 5 hours. Members or new members only.

Leader: Arie Lemson

Contact: 448 2834 (H)

MAY 22

**HILLARYS BOAT HARBOUR RIDE**

Distance: 40-50 km Grade: Moderate Terrain Time: 8.45 am

Meet at Lake Monger for an easy ride to the new Hillarys Boat Harbour. After a tour of the facilities, we will ajourn to the leader's

home in Trigg for morning tea . Return to Lake Monger about noon.

Leader: Dale Neill

Contact: 447 8168 (H)

MAY 29

**MORLEY MYSTERY RIDE**

Distance: 40-60 km &amp; 80-100 km Time: 9.00 am

Meet at Bunnings Morley (Walter Road) at 9.00am. There will be separate medium and hard rides meeting up for morning tea. Return to Morley early afternoon.

Leaders: Denise Clydesdale - 349 6839 (H) and David Gebert - 272 5672 (H)

JUNE 3-6

**CAPEL LONG WEEKEND**

Join us for a weekend exploring the quiet backroads around Capel. Accomodation will be in on-site caravans at the Peppermint Grove Beach Caravan Park, near the famous Tuart forest at Ludlow. For further details of accomodation and costs, contact the ride leader.

Leader: Richard Evennett

Contact: 444 8782 (H)