

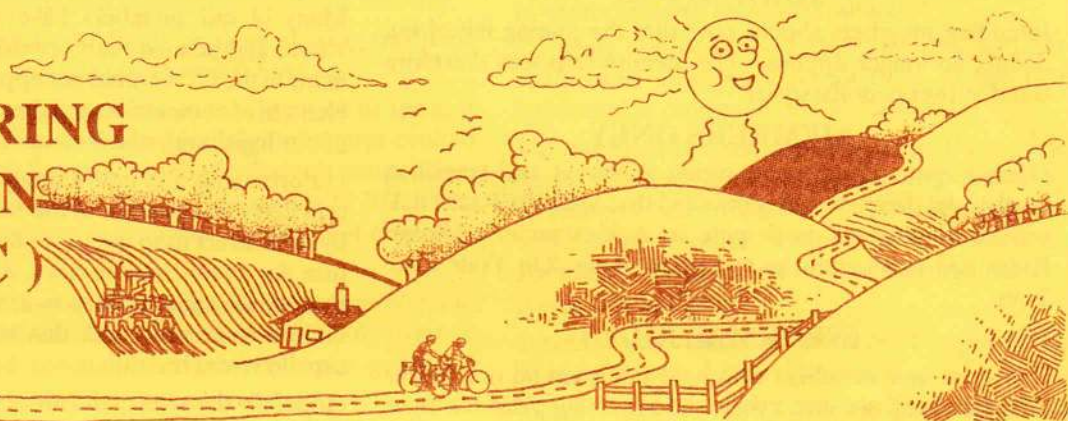
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CYCLE TOURING ASSOCIATION OF W.A. (INC)



EDITOR: LIZ GREEN

FEBRUARY/MARCH 1992 No 104

PRESIDENT ON PAGE ONE:

I would like to take this opportunity to thank the outgoing Committee for all the hard work and effort that they put into making 1991 such a successful year and welcome back; Maureen Murray, Liz Green and Graeme Burton. The new Committee members are: Steve Blackbourn, Simon Koek, Ross Cussons, Jenny Knight and Tony Humphry.

The new influence of lady members has started to change the way the club is heading - more social events, two engagements, three lady Committee members and more female ride leaders. Going the right way I would say!

When you receive this Newsletter the New Zealand Tour would have just started and since Steve Blackbourn and I will be on the tour, the Secretary, Graeme Burton will be taking over my responsibilities.

As you can see when you peruse the Main Events Calendar, we are continuing in our efforts to bring you new and imaginative rides and tours as well as some popular locations. We are adding Rottne Island and The Pinnacles. Instead of having ATB only weekends, we are able to combine light weight, touring and ATB bikes at such venues as Pimelea, Dunsborough, Lewana Park and Donnelly river.

The new CTA Challenge Series described in greater detail elsewhere in the newsletter, will take its place beside the Super Achievement Series and will be one that a bigger proportion of the membership can attain. Come on, give it a go!

Since the Combined Clubs Ride to Pinjarra in November 10th 1991 was such a huge success, we have asked the Over 55 cycling club to join with Cycle 4 Pleasure, Action Outdoors Association and the CTA in a ride to Lake Leschenaultia on April 12. As you can see by the Rides Calendar there is a ride to suit everybody and we can socialise at the Lake over lunch - come and join in what should be a great day.

Finally, please continue with the excellent support and ideas so that 1992 will be our best yet.

Kleber Claux.

WILDFLOWERS AND WINERIES

Beary-eyed and tired from a late night of packing followed by an early morning start, a group of cyclists gathered at the Causeway carpark and began loading bikes and panniers for the start of what was to be the "Wildflowers and Wineries" tour. The tour was well attended, with quite a large turnout including a few cyclists from the Eastern States. Thanks to transport supplied by John and Aileen Martin, we arrived at Busselton with enough time to unload the bikes, attach panniers and have a bite to eat before heading off on the first ride of the tour.

The first ride was to the Dunsborough YHA. Our Leader for this ride was Leon who demonstrated why we don't ride on worn-out tyres by getting a flat. This was his first of nine punctures throughout the tour. The only other person to come close to this number was Jenny, who achieved a total of six.

After a very comfortable night at the Dunsborough YHA, the group split up. Some chose to visit Cape Naturaliste, some took the quiet backroads and others decided to try the various wineries that lay along the route from Dunsborough to Margaret River. That evening, we pitched our tents and had a well earned rest.

Day three was an enjoyable ride down Caves Road. A group of us stopped to explore Giant Cave. After half an hour of scrabbling through tight rock squeezes in the dark, we emerged on the other side of the road, most of us agreeing there were easier ways to cross the street. That night we camped in the beautiful beach surroundings at Hamlin Bay.

The next day was a long, warm ride to Nannup. After setting up camp, it was decided to hold our nightly ride meeting at the Nannup Hotel. We sat around for the rest of the night scaring ourselves with stories of flea and bed-bug infestations that plagued the YHA where we were to spend our next two nights. The Pimelea YHA is situated 13 Km from Pemberton. Because we had two nights there it was decided to take it in turns providing the evening meal.

continued on page 3

PAGE TWO

MEMBERSHIP FEES

A reminder that fees are now due for 1992. This newsletter will be the last for those who have not renewed their membership.

JOINING FEE

Intending members should note that the joining fee of ten dollars no longer applies. The membership fees therefore stand at twenty dollars/year.

MEMBERS ONLY

Don't forget - for those aspiring achievers and travelling tourists out there, you are reminded that MEMBERS ONLY will be allowed to participate in Achievement/Challenge Rides and tours with the exception of the 'On Your Bike' Tour.

INFORMAL RIDES

For those new members who have not been on one of our informal rides; we give a time and a meeting place for those who do not wish to join our organized ride on that day but would still like company to go out riding with. It is up to those riders to determine where to go and for how long - try it.

NEW MEMBERS

We would like to welcome the following new members to our club and look forward to your company on rides and our monthly Social Evenings: Jo Trindall, Peter Lundy, Thomas Wong, Amanda Green, Shirley Depiazz and Michael Lewis.

APRIL 17 - 20 EASTER AT PIMELEA YHA

PEMBERTON

(Note Friday Morning Departure) The first long weekend away this year and what should be one of the best. Pemberton offers something for everybody. The lightweights can tear away to Northcliffe and Tram back or take in Karri Valley. The tourists can take in the Gloucester Tree or go fishing for trout while having some of Simon's Devonshire Teas. The ATB's can blast along the Rainbow Trail or any other trail for that matter.

We usually have a culinary competition between the sexes, so come prepared and witness a mighty battle. We should be able to buy some fresh goodies in Pemberton or bring your own. You will need a sleeping bag or sheet. Cost of accommodation for the weekend is \$24, plus \$20 for the bus and bike transport.

Meet at John Martin's property, 41 Woodbine Road - Pickering Brook at 7.00 am for a 7.30 am departure. Numbers are limited so book early, before April 12. **MEMBERS ONLY.** Payment with bookings essential.

ORGANISER: Kleber Claux PH 458 7519 (H).

NEW HELMET LAWS

With the coming of the New Year, it is now necessary for all of us to wear helmets when we ride, whether we like it or not. Early in December 1991 legislation was passed demanding that this should happen.

Many of our members have strenuously and articulately voiced and penned their opposition to this new law. In fact, many in the CTA would not oppose wearing a helmet; it is the element of compulsion and the underlying intent and attitude of our legislators which concerns many of us.

Unfortunately and infuriatingly so, our opinions and opposition carry little weight in the face of the law, which our own by-laws direct us to obey (see by-law 1 Traffic Code). Therefore, for all official club rides, **it is a mandatory requirement that all rides participants wear a suitable cycle safety helmet.** Failure to comply with this will result in the rider being expelled from the ride.

Hopefully this type of drastic action will not be necessary and members will continue to enjoy the activities provided by the Cycle Touring Association.

Committee

EDITORS CHIT:

Well, here we are again for another year of fun in the well worn guise of blood, sweat and tears. Hopefully you all survived the silly season with sanity and waistlines intact.

In this edition you will find a two page Main Events Calendar combined Distance Record sheet, that provides space to record the amount of riding you do for the year.

Some of you may have already noticed that the Notice Board has disappeared; I have replaced it with "PAGE TWO". References to the 'Notice Board' had caused some confusion in the past, so the new title holds a clue to the location of notices referred to it.

The response from members in the form of submissions for publication is great, however I must ask that material is legible. If you don't have access to a typewriter or computer that's fine, but the handwriting must be clear. I'm good at deciphering scrawl but it is extremely time consuming.

ED.

Touring Companion Wanted

Touring companion wanted for trip from San Francisco to Peru for one year starting approx. August 1992. Contact Amanda Green on 430 5262 for details.

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Wildflowers And Wineries Continued From Page 1

The first night was the women's night. With the help of some additional "honourary women", we were served lashings of spaghetti bolognese followed by pancakes and treacle for dessert. Later that evening a very bedraggled Leon and Phil arrived. Phil was unfortunate enough to have had an accident on a gravel road leading to Pimelea. Luckily he was with Leon, Pat and Neil at the time. Suffering a broken collarbone, Phil stayed the night in hospital at Pemberton and returned to Perth the next day.

As it turned out, there were no bedbugs or fleas sharing our beds that night. The mosquitos had chased them off long ago.

The next day was our one rest day of the tour. Most of us spent it taking in the sights around Pemberton. That night the guys cooked up a storm. A first course of fish pie, which was Brian's concoction, followed by a delicious pasta dish. Dessert was next with Brian and Stan combining ideas and talents to produce an excellent rice pudding with stewed apricot.

We left Pimelea along a "short cut" of hilly, slippery gravel road, dodging rocks and the occasional log truck. We eventually came to the main road and headed towards Bridgetown, some going via Donnelly Mill.

The next day proved to be the hilliest, a long climb out of Bridgetown that stops shortly before Balingup. After a quick snack at the Old Cheese Factory we continued on to Nannup, stopping for lunch and a snooze under the trees at Lewana Park.

Back at Nannup, we were just in time to catch the annual Jarrah Jerkers race. This is a competition where local teams race ten kilometers out of town carrying a railway sleeper, turn around and run back in. Nannup on this Saturday night was alive. In addition to the Jarrah Jerker revelry, there were additional people in town for a motorcycle enduro event to be held the next day. All this going on, combined with a bit of "last night" feeling saw the majority of cyclists back at the Nannup Hotel for the evening. The festive mood continued back at the camp with singing and drinking continuing until the small hours of the next day.

Our final day's ride took us straight up the Vasse Highway and back into Busselton. After a fairly warm ride, it was a relief to see once again the welcome sight of the "Martins" bus and truck, not to mention the tea and coffee being served by Aileen. On the journey back to Perth, it was a relaxing feeling to be out of the bike seat secure in the knowledge that this night no one would have to pitch their tent, unpack panniers etc.

We arrived back at the Causeway carpark at around 5.30 pm. After saying our farewells, we headed off to our respective homes.

Congratulations must go to Simon, Sue, Leon and Paul who were the tour organizers and to all those who took part and made it a thoroughly enjoyable and worthwhile trip.

Alan Walton.

HYPERGLIDE CHAINS

Some Advice and a Warning

It seems that many bikes today are equipped with Hyperglide but are all owners aware that there are some important differences between Hyperglide and older systems? In particular, are you aware that you have to treat a Hyperglide chain differently when removing and re-installing it?

Certainly one of our members was not and her chain came apart on a recent ride! It was that incident that prompted this warning note.

The problem centres on the pins in Hyperglide chains which are extremely tight and so first of all you have to be very careful when ejecting the pin with a chain breaker, that everything is lined up accurately and that you do not damage the opposite side link plate.

Secondly, the regular pins are NOT replaceable. They have to be driven right out.

Thirdly, when re-fitting the chain, use one of the special black, bullet-shaped installation pins as shown in the diagram (taken from the November/December 1991 Issue of Cycling World). These pins, as you see are double length and have a nose cone which easily fits into the plates and link. Use your usual chain tool to drive it right home as in the diagram - except that you do not have to use the Shimano tool shown. The protruding nose cone can then be snapped off quite easily with a pair of pliers.

Fourthly, when looking for a pin to remove, avoid any of the black installation pins and go for one of the regular silver pins.

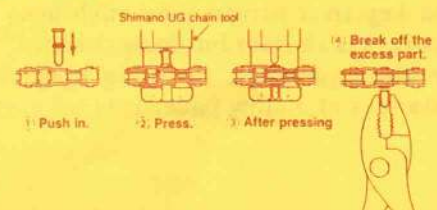
RON BOWYER

Reinforced special pin

If readjustment of the chain length is necessary (because of a change in the number of teeth or some other reason), make the cut at some place other than where there is a connecting pin. (Because of the special shape, if the chain is cut where there is a connecting pin the chain will be damaged.) For connection, use the included reinforced special pin.

Reinforced special pin

How to use the reinforced special pin



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ON THE ROAD WITH ROD:

How to Stay Cycling Fit When You Don't Have Time to Train.

It is possible to maintain a high level of fitness even when you really don't have time to train. Some of the tricks are:

* Eat less if you are riding less. Keep your weight down.

* Build up until you can do 20 push-ups and 20 sit-ups each morning and night. Make these exercises a habit in the same way you brush your teeth.

* Try to combine cycling with another activity. (eg.) Use your bike to travel to and from study or work. Or ride an exercise bike while watching T.V.

Set out below is a sample training program for a busy cyclist wanting to maintain a good level of fitness. Monday - Rest and recuperate. Spend time on non cycling matters.

Tuesday - One hour with intervals and sprints.

Wednesday - 90 minutes hard.

Thursday - 2 hour endurance ride. Like Wednesday, this can be split into two sessions. (eg) One hour in the morning and one hour at night.

Friday - same as Monday.

Saturday - 90 minutes at a steady pace. If you ride early in the morning you will have the rest of the day for non cycling activities.

Sunday - CTA ride or 100 Km with a group.

The key to a programme such as this is that shorter but faster rides are the equivalent of going long distances at a slow pace.

Should Cyclists Be Encouraged to Ride on the Roads?

In trying to provide suitable facilities for cyclists, Bikewest tries to keep a keen eye on public opinion.

A recent survey however, has caught us by surprise. Bikewest has, up until now held the strong view that where possible safe on-road cycling facilities should be provided in preference to dual use paths, particularly for commuting cyclists.

A survey of cyclists on Kent Street South Perth (29 October 1991), 90 % of whom are commuting cyclists, found that 85 % of the cyclists using this street believed the road shoulder to be an adequate cycle facility 95 % of the cyclists said they would use a dual use path if it was possible.

The idea of providing dual use paths in preference to attempting to make on-road cycling safer for cyclists is supported by an RAC survey undertaken in June 1991. The survey found that:

* 94 % of respondents thought it was dangerous to mix cars and cyclists on busy roads;

* 93 % thought bicycle lanes or cycleways should be provided on all major roads;

* 81 % support having cycleways separate from the road.

Questions put to the public on who should pay for cycling facilities also makes interesting reading:

* The vast majority of respondents were of the opinion that neither the motorist nor the cyclist should meet the cost of constructing cycleways. Respondents felt that the cost should be met by motorists 14 %, cyclists 19 %, all road users 18 %, Government 14 %, other 34 %.

* 53 % of respondents felt that the cost of bicycle lanes and cycleways should be met by requiring all bicycles to be

registered with the police and have a number plate.

But perhaps one of the strongest arguments for taking cyclists off the road system is that cyclists are a danger to themselves:

* 69 % of respondents felt that cyclists generally did not get apprehended for road offences they commit.

* 40 % of respondents felt that cyclists generally ride dangerously.

Bikewest still holds the view that cycling on roads should continue to be encouraged. What are the views of CTA members?

THE LADIES ARE IMPROVING

Well Aileen's always ridden well,

From what I've ever seen,

But now she's got new riding shoes,

She'll be cruising like a dream.

Now Suzie (that's the new one),

She's riding very well,

And Elizabeth has changed alot,

Like a bat from outa' Hell.

Even Jenny's had a change of pace,

And Maria's sure improving,

The other girls are doing well,

They've really got things moving.

Yeah, the ladies are improving,

As you'll gather from this verse,

At least that's what I hope it is

And not me what's getting worse.

B.A. (STORMY) GALE

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"SORRY! WHAT WAS THE QUESTION?"

In the October/November issue of Australian Cyclist, editor Ron Shepherd asked "Why dwell on the helmet debate?". Why indeed? The WA Government has seen fit, for a number of reasons - some sound, some so-so and some not so sound - to follow other states and make helmet wearing compulsory. At present, I know a few cyclists who a) regard riding without a helmet as safe - or if you like, safer than riding with a helmet or b) jumped up and down for joy when the new law was announced. However the law exists, arguments have continued on both sides. Ron Shepherd regards compulsory helmet use as a "disaster" for cycling and quotes that a Melbourne cyclist would have to have been wearing a helmet since 509BC for it to protect him or her. Playing with numbers may be fine but averages have very little relevance where individuals are concerned. They are either head injured or they are not and there is no predicting whether a certain person will be one of the four hundred head injuries each year, or the 20 NSWelsh who die as a result from the same each year.

In my own case, the choice to wear a helmet was hardly influenced by statistics but was based on my own sense of risk and responsibility. Within eight months, the wisdom of my choice was demonstrated when I was admitted to casualty with serious concussion during the 1990 Armadale to Pinjarra ride. Even though I sustained injury to my head, the extent was far less than it would have been had I been bare-headed.

One of the most common arguments against wearing a helmet rests on the personal choice/ "if I choose not to, I'm not hurting anybody except me" tandem. After some reflection, I came to regard this line of reasoning as spurious. The monetary cost of head injury of any severity is obvious and can be added up. The human cost however, is less often counted and often just ignored. If, for example, a cyclist spends two weeks in intensive care for head injury, the cost to others may well be significant and accountable as; eg. the lack of opportunity to be treated for victims of sudden heart attack or asthma. Even less visible than this are the real emotional costs to families and friends, both immediate and long-term; short and long-term changes in lifestyle and lost wages or abilities in the workplace. The injury or death of a bread-winning parent is one example where there is potential for real suffering on the part of others.

Anyone who regards wearing a helmet as a sure and total protection against head injury is kidding themselves but I think very few of us have that attitude. If a cyclist is injured in the head severely enough to warrant intensive

care, then the chance is that they would have to be hospitalised for other injuries. However, I have seen and experienced enough bike accidents that did not involve cars or bikes moving at high speed but which still caused significant damage to both people (and their heads) and loved machines to feel unsafe even on cycleways. In fact, it is on cycleways that many of these types of accidents occur. The classic example being a friend of mine who swerved to avoid a child on the South Perth foreshore and smacked face first into a full height sign post which was planted in the middle of the cycleway itself. That person's only injuries of note were to the head. When it was my turn to decide, the case seemed clear - the chances of head injury were there and could be reduced by wearing a helmet, so I went for it.

But back to my original question, "Why harp on the debate?" It is clear that the Government's mind is made up, regardless of our opinions. Cyclists must accept this and then get on with tackling the other issues which as far as I can see, require more urgent attention and will probably have more far-reaching effects than the compulsory helmet issue. Instead of wasting time pointing fingers and whingeing about how skateboarders, rollerskaters, skiers etc. etc. don't have to wear helmets by law, we should divert our considerable energy into pursuing positive steps; such as making sure that unscrupulous people don't take advantage of the new law and rip people off. Raising the awareness of the public to the advantages and pleasures of cycling and changing the attitudes of drivers towards cyclists are also of importance. Another important issue in WA is the unraveling of the spaghetti bowl of laws which relate (sort of) to cyclists, as is the need to convince law makers that having passed the helmet law, they cannot wash their hands of the cycling community - that effort is required on their part to address the whole spectrum of needs and opportunities.

As Ron Shepherd states, the ultimate aim is to change the attitude of the Government to cycling away from one which sees it purely as a safety issue and towards one which regards the use of bicycles as part of the answer to the transport and recreational needs of Australians, both now and in the future. This will not be achieved by wasting words on an already-lost battle and trying to find "I told you so's". Instead, we should offer constructive criticism and campaign positively and vigorously to make improvements for cyclists of all types.

Kristina Swan



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PICNIC AT CANAL ROCKS:

Turning on the television these days can be quite discouraging. If we're not being told about skirmishes on various parts of the globe, we're told again about the poor shape of our economy. Well, we shouldn't hide from our problems, but it's sure nice to take time out every now and then, and get a fresh perspective on life - a weekend away with the CTA is a good way to do just that.

I've been a member of the CTA for only a few months, having only gone on a Sunday morning ride to have breakfast at Hillarys and another Sunday ride down to Freo. and back to the city. Both trips were an opportunity to meet a few people and enjoy some of the sights of Perth. With a weekend scheduled at Dunsborough, I thought the offer to have a break from city living was too good to resist.

Most people travelled down to Dunsborough via John Martin's bus on the Friday evening. Due to a film commitment the night before ("The Commitments" at Omniwest - raw talent at its best!), I motored down south on Saturday morning - the trip taking about 3 hours from Perth. Accommodation for all was at the Dunsborough Youth Hostel, ideally located on the beach. As Youth Hostel's go, this rated quite high. While they didn't have a sauna or spa, facilities were clean and tidy, and management were quite friendly and helpful.

Sadly I had arrived late. Everybody except our editor, had left just after 9 am bound for Cape Naturaliste. After a cup of tea with Liz, I attempted to follow their cycletracks. Into a headwind west I cycled. The road unfortunately, was unsealed and under repair in a couple of places - everytime cars passed by, I inhaled a cloud of dust - I guess that is one of the perils of pedal power. Nevertheless, the rolling countryside was quite picturesque; hay had just been rolled in quite a few fields; streams trickled down quiet hillsides. Wildflowers, including Kangaroo Paw, lined the route. 13 Kilometers from Dunsborough I reached Cape Naturaliste Lighthouse. Located on a windswept point, the lighthouse was originally built in 1903. For a few dollars, a guide gives you an informative run down on the beacon facility - a prism crystal, now valued at \$5 million is used to magnify light over 830 times to cast a beam for over 236 nautical miles - the globe stands less than a foot high. The lighthouse guide advised me that a group of cyclists had done the tour about an hour previously. You would think you'd have sighted a group of about 15 cyclists. However, like the Scarlet Pimpernel, they remained elusive. It was evident they had taken one or more of the side roads.

On Saturday evening I caught up with everybody back at the Youth Hostel. Sure enough, they hadn't been hiding from me during the day but had clocked up quite a few kilometers travelling around the district to places like Eagle Bay, Sugarloaf Rock and Yallingup. Many of us travelled the few kilometers into town to quench a thirst at the local pub. It was there I met Brian, a timber cutter from the Margaret River area, who seems to be well known in the CTA, especially for his readings of verse. Brian seemed keen to do an early morning 5 am Sunday ride - there were few takers. Back at the Youth Hostel, most people used the kitchen facilities to cook their own dinner. I'd been lazy and had bought a lasagna in town. I could see if I was to join future weekends away, I'd have to cultivate some cooking skills. Brian again mentioned his intention to do an early morning ride. The response was again luke warm. With a few others, I relented to join them and make the early start.

The twilight of dawn was quite spectacular. Over a bowl of porridge, we savoured the changing reflections of light on the ocean water. One of the kids staying at the Youth Hostel had been up since 4 am; he'd been fishing with his father. In a bucket of water, he showed us his catch for the morning - an animal which

appeared to be a cross between a small shark and a stingray. Thrashing about in its confined space, it was soon released back to the wild. Just after 5 am, (really now 6 am cum daylight savings) our group of 5 (including Brian, Liz, Jenny and Maria) departed, bound for the return trip to Canal Rocks. As Sunday mornings go, it was delightfully quiet. The air wasn't cold, but induced a welcome freshness. To help get the blood circulating, we had to negotiate a few moderate hills. Perhaps it was the thoughts of going up and down, or maybe it was a deluded ploy to arrive sooner but our destination quickly assumed the name of Canal Rocks. Unfortunately the photos I took had to be censored but suffice to say, it was an exhilarating experience to lay on the rocks, and watch the ocean swell in one of Mother Nature's more spectacular landscapes. Without exception, and despite the reservations from the previous evening, we were all glad to have made the effort for the early morning ride.

Three hours after our early start, we returned to the Youth Hostel and found everybody else ready and rearing to go to Busselton. Later on in the day, the bus would pick people up along the way for the return trip to Perth. Our morning group of 5 recuperated and started reminiscing over our trip to the Rocks. Although we had no picnic, and nobody went missing, some say a mystery is destined to linger about just what did happened, at Canal rocks.

I looked forward to another adventure on a CTA weekend away.
Greg Benjamin

'AUSBIKE 92'

"A huge conference on bicycles as transport is going to be held in March 1992 in Melbourne", said Ms Carolyn Farren, President of the Bicycle Federation of Australia, organisers of AUSBIKE 92. It will bring together people from all states of Australia, and prominent overseas visitors from the United States and Britain.

Bikes' potential in a revitalised urban context will be explored by Professor Peter Newman and Professor Ian Lowe.

AUSBIKE 92 focuses on Australian developments in planning for using bikes. Contentious issues include the design of Australian cities, sharing the roads with motorists and trucks, helmet laws, and the marketing of bicycle riding.

Over 40 workshops have been proposed for the conference, and nearly 100 people will be presenting workshop papers. The range of issues is enormous.

The decision to explore bicycles in an urban context, as a form of transport, has arisen from the increase of the last couple of years in the numbers of people using bikes for practical purposes.

Bikes' enormous popularity as a recreational vehicle, and the issues around child and adult education in bicycle skills, and use of footpaths for cycling will also be addressed in this major conference.

AUSBIKE 92 is a participatory conference, with excursions, displays and social events. Preceded by a 10,000 participant bicycle ride, the Great Melbourne Bike Ride, and followed by a special bicycle education program, and a daytour in the northern ranges of Melbourne, it is part of a week of bicycle events.

AUSBIKE 92 is going to be held at the Lower Melbourne Town Hall, and the Victoria Hotel. Sponsorship from Federal and State Departments of Transport, the Federal Environment Department and the Melbourne City Council has helped stage this conference.

For further information please ring 03 670 9911, and ask to speak to Ron Shepherd or Andrea Millsom.

RIDES CALENDAR: FEBRUARY-MARCH 1992

For the new Pushie who is coming on a ride for the first time and those who just forget. You will need to bring a spare tube, puncture repair kit, tyre levers, pump and a spanner to fit the axle nuts (if your bike is not fitted with quick release hubs). Most importantly, water.

February 2

Atrium Breakfast Ride:

130 Km, Moderate/Fast Pace, Flat Terrain, 6.30 am Start.

Meet at the Carriage Coffee Shop (opposite Esplanade Hotel) Freeo for a brisk ride to Mandurah for breakfast.

NOTE: Participants should possess the 100 Km Achievement Award or equivalent ability.

LEADER: Graham Burton PH: 450 3885 (H).

February 2

Tea and No Sympathy Ride:

55 Km, Easy/Moderate Pace, Hilly Terrain, 8.00 am Start. Meet at Kelmscott railway station for a SCENIC ride that takes in BREATHTAKING views, Devonshire Teas included!

LEADER: John Meakin PH: 332 5550 (H).

February 9

Jarrahdale Jaunt:

140 Km, Moderate/Fast Pace, Flat/Hilly Terrain, 7.30 am Start. Meet at the Carriage Coffee Shop (opposite Esplanade Hotel) Freeo for a breezy ride to Jarrahdale. NOTE: Intending participants should possess the 100 km Achievement Award or equivalent ability.

LEADER: Phil Giddins PH: 384 6895 (H).

February 9

Swan River Sojourn:

50 Km, Easy/Moderate Pace, Flat Terrain, 8.00 am Start. Meet at Causeway Carpark to join John and his band of merry cyclists for a ride down to the ocean and then to Freeo for coffee.

LEADER: John Sherwood PH: 447 8939 (H).

February 16

Magical Mystery Ride:

70 Km, Moderate Pace, Flat Terrain, 7.30 am Start.

Meet at the Causeway Carpark for a mystery ride to a secret destination on the coast. Bring your bathers, zinc and tastebuds.

LEADER: Liz Green PH: 454 6102 (H).

February 16

Railways Rampage:

60 Km, Hard Ride, Hilly Terrain, 7.00 am Start.

ATB Bikes only. Meet at RSL Club Bellevue for a ride along the Railway's Heritage Trail to Wooroloo and return. Water biddons and food essential as this is an all day ride. See diagram below for start location.

LEADER: Scott Davis PH: 459 0432 (H)



February 22

Audax 200Km Randonee:

Note Saturday Start - 200 Km, Moderate Terrain, 7.00 am Start.

Meet outside the Albany Town Hall at 6.30 am for a 7.00 am start. The course is Albany - Denmark - Mt Barker - Kam-belup - Albany. Lights and reflective vests essential. Depending on interest shown, John Martin's bus will be available - leaving Friday evening and returning Sunday. Entries close February 15th.

ORGANISER: Brian Hawes PH: 398 4784 (H).

February 23

Northbridge Breakfast Ride:

50 Km, Flat Terrain, Easy Pace, 7.00 am Start.

Meet at Murdoch Uni Carpark (near Social Evening venue) for a relaxed ride to Northbridge for breakfast.

LEADERS: Phil Mangano PH: 443 2185 (H)

Jane Bowskill PH: 331 2278 (H).

February 23

Twin Peaks Ride:

85 Km, Moderate/Fast Pace, Hilly Terrain, 8.00 am Start.

Meet at Midland Town Hall for an earnest ride up Red Hill, past Parkerville, Darlington and then Mundaring Weir. Participants should possess the 100 Km Achievement Award or equivalent ability.

LEADER: Andrew Candy PH: 384 1869 (H).

March 1

Dwellingup Triangle Ride:

150 Km, Moderate/Fast Pace, Flat/Hilly Terrain, 8.00 am Start.

Meet at Armadale Railway Station for a scenic ride to Dwellingup, returning via Pinjarra.

LEADER: Brett Rutherford PH: 339 7059 (H).

March 1

Informal Ride:

Causeway Carpark, 8.30 am Start.

See "PAGE TWO" for details.

March 6

The New Zealand Tour Night:

Friday Social Evening at Murdoch University, 7.00 pm Start.

Enter campus off South Street and follow CTA signs. Join in with your fellow members just back from the "Tour De Kiwi" and hear about their experiences and new sheep recipes. Anyone interested in touring Europe sometime, can find out all about it courtesy of Paul Armishaw, recently returned from his tour.

CYCLE TOURING ASSOCIATION OF W.A. (Inc) MEMBERSHIP APPLICATION

Membership fees are due on the 1st of January.

FEES: ADULT \$20 FAMILY \$26 CLUB \$37 JUNIOR \$12 PENSIONER \$12 STUDENT \$12

I/We wish to become members of the C.T.A and agree to abide by the Constitution of the Association

SURNAME.....	GIVEN NAMES.....
ADDRESS.....	SUBURB.....
POSTCODE.....	PHONE (h).....
I ENCLOSE CHEQUE/MONEY ORDER FOR \$.....	PHONE (w).....
SIGNED/DATE.....	

March 7 Are You Going To Scarborough Fair?

Note Saturday Evening Ride - 30 Km, Flat Terrain, Easy Pace, 5.00 PM Start.

Are you going to be at the Lake Monger Carpark (Lake Monger Dr, closest to Perth), for a ride to Scarborough Beach to sample the culinary delights of whatever happens to be open? Lights and reflective vests essential.

LEADER: Simon Koek PH: 446 1617 (H).

March 8 Rockingham Ride:

100 Km, Moderate Pace, Flat Terrain, 8.30 am Start.

Meet at Carriage Coffee Shop Fremantle, for a ride to Rockingham - via a secret route. Tourists welcome! LEADER: Steve Blackburn PH: 339 3203 (H).

March 15 50Km Achievement/Challenge Ride:

Hilly Terrain. Try for a badge on this scenic course. Time limit : 2.5 hours. Meet on Chittering Road, Bullsbrook at 8.30 am for a 9.00 am Start. Note **MEMBERS ONLY**.

ORGANISER: Ross Cussons PH: 317 2588 (H).

March 21 Audax 400 Km Randonee:

Note Saturday Start - 400 Km Moderate Terrain, 6.00 am Start.

Meet outside the Midland Town Hall at 5.30 am for a 6.00 am Start. The course is Midland - Moora - Toodyay - Midland. Lights and reflective vests essential. Entries close March 14th.

ORGANISER: Brett Rutherford PH: 339 7059 (H).

March 22 Parks and Gardens Ride:

65 Km Introductory Pace, Introductory Hills, 8.00 am Start.

Meet at Queen's Gardens (corner of Plain St. and Nelson Cr. East Perth) for a leisurely ride through the suburbs, taking in some of Perth's attractive parks and gardens.

LEADER: Noel Eddington PH: 293 1305 (H).

March 22 Seven Hills Ride:

90 Km, Moderate Pace, Flat/Hilly Terrain, 8.00 am Start.

Meet at Carriage Coffee Shop, Esplanade Fremantle, for a ride around the river with a few digressions to take in some great views.

LEADER: Paul Armishaw PH: 337 8605 (H).

March 29 Karrinyup to Mindarie Keys Ride:

60 Km, Moderate Pace, Flat Terrain, 8.30 am Start.

Meet at BP Karrinyup Service Station (beach side) for a trot up to Mindarie Keys for morning tea and cakes. BYO water.

LEADER: Tony Humphry PH: 309 1906 (H)

March 29**Darlington ATB Ride:**

3 Hours, Hilly Terrain, 8.00 am Start.

Meet at the Deli, Owen Road, Darlington. We will be following the bridle path to Mundaring and return. ATB bikes only.

LEADER: Andrew Candy PH: 384 1869 (H).

April 3**Video Night:**

Friday Social Evening at Murdoch University, 7.00 pm Start.

Enter campus off South Street and follow CTA signs. Join us for a special video night, the main feature being the SBS coverage of the 1991 Tour de France. This program has a variety of interesting segments supplementing the race coverage. Discover where true quality French champagne is made, what professional cyclists eat whilst competing, how European towns stop for cycling and enjoy some of the most picturesque scenery in the world. This program is great, even if you're not into racing. Also tonight, a suggestion box will be tried to give members the opportunity to have their say. These suggestions can relate to rides, social nights, or any other relevant subject. It's success or failure depends on your response.

April 5**Cycle Rally and Barbecue:**

30 Km, Searching Pace, Mysterious Terrain, 10.00 am Start.

Meet at King's Park (junction of Saw Ave. and May Dr.) at 9.30 am for a 10.00 am Start. After an intensive investigation of the environs, enjoy a barbecue - if you can find one! BYO everything. LEADER: John Sherwood PH: 447 8939 (H).

April 5**Southern Lakes and Gardens Ride:**

70 Km, Moderate Pace, Flat Terrain, 8.00 am Start. Meet at Ampol Service Station (corner of Canning Hwy. and North Lake Rd. Alfred Cove) to take in the smells of the country and flower gardens.

LEADER: Ross Cussons PH: 317 2588 (H).

April 12**All the Presidents' Rides:**

This will be a Combined Clubs' Ride. There is a choice of three rides which will meet at Lake Leschenaultia for BBQ lunch before returning to the start. Transport will be available to carry the BBQ goodies etc.

Ride 1: 70 Km, Moderate/Fast Pace, Hilly Terrain, 8.00 am Start. Meet at Midland Town Hall for a hard ride up Darlington to Mundaring. We then join up with the other groups for the ride to Lake Leschenaultia.

Ride 2: 38 Km Easy pace, mainly flat terrain. 9.00 am start

Ride 3: 38 Km Moderate pace, hilly terrain. 9.00am start

Rides 2 & 3 meet at Mundaring Hotel, Jacoby Street (in the town, not the Weir!) for a ride to Lake Leschenaultia accompanied by more Presidents than you can ride a bike over.

ORGANISER: Kleber Claux PH: 458 7519 (H).

TYPESETTING : Mike Waters

PRINTING : Terrace Print

C.T.A. COMMITTEE (1992)

PRESIDENT: Kleber Claux	458 7519(H)	NEWSLETTER EDITOR: Liz Green	454 6102(H)
VICE-PRESIDENT: Steve Blackburn	224 2081(W)	RIDES CO-ORDINATOR: Simon Koek	446 1617(H)
SECRETARY: Graeme Burton	450 3885(H)	ASST RIDES CO-ORDINATOR: Ross Cussons	317 2588(H)
TREASURER: Maureen Murray	398 7086(H)	SOCIAL SECRETARY: Tony Humphrey	309 1906(H)


ADMINISTRATION: Jenny Knight 339 3196(H)

AUDAX REPRESENTATIVE: Brett Rutherford 339 7059(H)

CORRESPONDENCE TO P.O. BOX 174 WEMBLEY 6014. FOR MEMBERSHIP DETAILS CONTACT THE TREASURER

Events Calendar 1992

January	18th-19th 24th	Audax 300km Dusk to Dawn with 5p.m. start New Zealand Tour starts from Perth Airport to Auckland/Christchurch
February	22nd	Audax 200km South Stirling Ride starting from Albany
March	6th 15th 21st	Social Evening 50km Achievement / Challenge Ride (Ross Cussons) Audax 400km Vinyard Wheel
April	3rd 5th 12th 17th-20th 19th 30th	Social Evening Bike Rally President's Ride with C4P, Action Outdoors and Over 55's (Kleber Claux) Easter Tour at Pimelia YHA (Kleber Claux) Audax 200km Pioneers Ride Audax 200km Dairylands Ride
May	1st 3rd 8th 14th-17th 17th 30th-1st	Social Evening 100km Achievement / Challenge Ride (Steve Blackburn) Dunsborough YHA Weekend Tour (Liz Greene) Audax 1000km, 1200km and 1200km Great Southwest Tour Audax 300km Coalfields Tour The CTA Pinjarah / Mandurah Tour - full pannier (Ian Crowe)
June	5th 14th 26th-28th	Social Evening 100mile Century Challenge Ride (Jenny Knight) Christmas at Rottnest (Steve Blackburn)
July	3rd 18th 24th-26th	Social Evening Audax 600km Railway Barracks Tour Lewana Park Weekend Tour (Noel Eddington)
August	2nd 7th 16th 22nd-23rd 30th	200km Achievement / Challenge Ride Social Evening Audax 300km Wheatbelt Ride Toodyay "Towel, Soap and Undies" Tour Audax 200km Darling Range Ride
September	4th 6th 12th-13th 25th-27th 27th	Social Evening 10,000 in 8 Achievement/ Challenge Ride (Simon Koek) Audax 600km Wattle Tour Cervantes—Moora—Bindoon Tour (full pannier) Audax 200km Escarpment Ride
October	2nd 10th 18th 23rd-25th 31st-8th	Social Evening Opperman 24hour Trial 200km The One You Missed Cycle Challenge Donnelly River Weekend (includes 200km Audax) On Your Bike <i>Tour de Capes</i> supported tour (Steve Blackburn)
November	7th 13th 15th	Audax 400km Cockatoo Pedal Social Evening Pinjarah End of Year Ride
December	13th	Annual General Meeting




AUSBIKE 92
A national bicycle conference
22-25 March 1992
Melbourne Town Hall

BICYCLES AS TRANSPORT

Prof Peter Newman
Prof Ian Lowe
plus State and
Federal Ministers

• Over 30 workshops,
• speakers from all over Australia
and guests from overseas.
• Displays, rides, courses
and excursions.

For further information contact
Bicycle Federation of Australia
GPO Box 1961R Melbourne 3001
Telephone (03) 670 9911
Fax (03) 602 3976



Any questions about these events should be directed to the person mentioned
or to a member of the CTA or Audax Committees.

Steve Blackburn

1992 cTa Cycling

	S	M	T	W	T	F	S	Week's Total km	Cumulative Total km
				1	2	3	4		
	5	6	7	8	9	10	11		
January	12	13	14	15	16	17	18 @		
	19	20	21	22	23	24 TM	25		
	26	27	28	29	30	31	1		
	2	3	4	5	6	7	8		
February	9	10	11	12	13	14	15		
	16	17	18	19	20	21	22		
	23	24	25	26	27	28	29		
	1	2	3	4	5	6 \$	7		
	8	9	10	11	12	13	14		
March	15 *	16	17	18	19	20	21		
	22	23	24	25	26	27	28		
	29	30	31	1	2	3 \$	4		
	5	6	7	8	9	10	11		
April	12	13	14	15	16	17 TM	18		
	19	20	21	22	23	24	25		
	26	27	28	29	30	1 \$	2		
	3 *	4	5	6	7	8 TM	9		
May	10	11	12	13	14	15	16		
	17 @	18	19	20	21	22	23		
	24	25	26	27	28	29	30 TM		
	31	1	2	3	4	5 \$	6		
	7	8	9	10	11	12	13		
June	14 ©	15	16	17	18	19	20		
	21	22	23	24	25	26 TM	27		
	28	29	30						

Calendar 1992

* Achievement/Challenge Ride

© Cycle Challenge Ride only

@ Audax Ride (>300km)

\$ Social Evening

Ø OnYour Bike Tour

™ Touring Mode

S M T W T F S Week's Total km Cumulative Total km

July

August

September

October

November

December

			1	2	3 \$	4		
5	6	7	8	9	10	11		
12	13	14	15	16	17	18 @		
19	20	21	22	23	24 TM	25		
26	27	28	29	30	31	1		
2 *	3	4	5	6	7 \$	8		
9	10	11	12	13	14	15		
16 @	17	18	19	20	21	22 TM		
23	24	25	26	27	28	29		
30	31	1	2	3	4 \$	5		
6 *	7	8	9	10	11	12 @		
13	14	15	16	17	18	19		
20	21	22	23	24	25 TM	26		
27	28	29	30	1	2 \$	3		
4	5	6	7	8	9	10		
11	12	13	14	15	16	17		
18 ©	19	20	21	22	23 TM	24		
25	26	27	28	29	30	31 Ø		
1	2	3	4	5	6	7 @		
8	9	10	11	12	13 \$	14		
15	16	17	18	19	20	21		
22	23	24	25	26	27	28		
29	30	1	2	3	4	5		
6	7	8	9	10	11	12		
13 AGM	14	15	16	17	18	19		
20	21	22	23	24	25	26		
27	28	29	30	31				Year Total

Achievement/Challenge Series

achie'vement¹ (-vm-) *n.* completion, accomplishment; thing accomplished. 2. By attaining desired level of performance. 3. Hence ~ER *n.*

cha'llenge¹ (-nj) *n.* calling to respond, summons to take part in trial or contest, esp to duel; demanding or difficult task; (sport) invitation to contest. Offer interesting difficulties.

In response to a debate held at the last AGM a number of radical decisions were put forward with respect to the future of the Super Achievement award. These varied from a historical (and hysterical) viewpoint as to the decreasing number of competitors to serious suggestions on what to do with the 300km ride in the future (anatomically impossible Liz!).

The general consensus was that the *Super Achievement* award should be retained and that a new *Cycle Challenge* series be initiated for those members that either do not want to do the 300km ride or have missed any of the official Achievement rides.

This new series will not be a "poor relation" to the previous award – but rather a different approach to allow more members to receive recognition for their commitment to the sport. There will be a large degree of overlap between the two awards with the 50km, 100km, 200km and the 10,000 (feet) in 8 (hours) common to both. The new series will introduce a Century Ride of 100 miles, which is approximately 160km, in place of the 300km Achievement ride. The 300km ride will no longer be held as a separate CTA ride – but any Audax ride of 300km (or more) can be nominated as the official 300km ride towards the Super Achievement award. Members must nominate the Audax ride they are attempting (to qualify for the 300km achievement ride) at least 7 days prior to the ride. All nominations must be made to Simon Koek (Rides Coordinator) or Ross Cussons (Asst Rides Coordinator).

The strict rules of the previous award will remain, with only one chance being given for the official rides — if you miss a single ride you are no longer eligible for the Super Achievement award!

In contrast to this autocratic approach, the Cycle Challenge series is more flexible with the ability to miss a single ride, other than the 10,000 in 8, and still remain eligible for the award. To achieve this seemingly impossible task there will be a 200km "the one you missed" ride which will be based on a 50km circuit. If you missed the "official" 50km ride then a single circuit will suffice, with up to 4 circuits necessary to achieve the challenge of a 200km ride. It must be emphasised that this handy escape is not available for those doing the Super Achievement series.

In order to understand the protocol for each series the attached graphical representation should be studied.

There is nothing to stop members doing every ride on the calendar but they can only claim for a single award – **not** the Super Achievement 1992 *and* the Cycle Challenge 1992.

Further information may be obtained by contacting any member of the CTA Committee.

Ride	SUPER ACHIEVEMENT 1992	CYCLE CHALLENGE 1992	Organiser
50km	March 15	March 15*	Ross Cussons
100km	May 3	May 3*	Steve Blackbourn
100miles Century Ride		June 14*	Jenny Knight
200km	August 2	August 2*	TBA
10,000ft in 8hrs	September 6	September 6	Simon Koek
200km The One You Missed		October 18*	TBA
300km Audax Rides	any of the following: January 18/19 (300km) May 17 (300km) July 18 (600km)† August 16 (300km) September 12 (600km)† November 7 (400km)†		see Newsletter for details † only necessary to finish 300km

* 4 out 5 must be ridden

Steve Blackbourn