

CYCLE TOURING ASSOCIATION OF WESTERN AUSTRALIA

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"The Cyclists Association fostering Cycle Touring and protecting the interests of cyclists."

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ARCH REVIEW

Although the C.T.A. held no major outings in March, both our Sunday rides were well attended and well enjoyed.

On Sunday March 14th, we held an afternoon ride and bar-b-cue in King's Park. Our usual group was swelled by the presence of Margaret, Rosanna and Silvana on their gorgeous new Peugeot foldable cycles. We rode around the park, down Mt. Eliza and up again (except for those of us who walked up!) along Mount Street. It was a great afternoon, and King's Park is definitely the spot for a combination of pleasant riding and good exercise.

On Sunday the 28th, the C.T.A. had one of its most successful outings to date. A group of 10 people or so set out from Perth Railway Station and met up with another 15-20 cyclists at the Guildford Post Office. Under the leadership of Wayne Lally, this large group cycled up to the Upper Swan Bridge for a bar-b-cue lunch and a swim. Among today's riders was 3-year old Ruth Vernon, who travelled the entire circuit on the back of her Dad's bicycle. The return trip was via the riverside suburbs of Bassendean and Bayswater, and ended at the home of group members Ian and Jane, who graciously served coffee and cold drinks to all.

Nor does our list of good cycling opportunities end here. Don't forget our coming activities, specially our weekend on Rottnest at the end of this month; if it's anything like the last one, we can promise you a great time. For those who might want a slightly more challenging experience, there's the ride to Parkerville coming soon. Check our calendar for details on these and other events.

OTHER NEWS

The C.T.A. has recently become affiliated with Youth Hostels of Australia. From now on, C.T.A. members will have the right to use Y.H.A. facilities while travelling with a C.T.A. group.

The C.T.A. committee has had a preliminary meeting with Perth's Urban Action group. The C.T.A. and Urban Action are planning a joint approach to government officials to emphasize the need for cycle ways in Perth, as well as improved conditions for cyclists.

COMING EVENTS

Monday 26 April (Anzac Day Holiday)

50 kilometres

Perth to Parkerville

Moderate - Hard ride.

Leaving Perth Railway Station at 9 a.m. and Midland Town Hall at 10 a.m. Bring your own lunch or buy it in Parkerville. All downhill on the way home!

Leader: Wayne Lally

Friday 30 April - Sunday 2 May

Weekend at Rottnest

Rides to suit all tastes and energies

Cost: \$16.00 adults

\$13.00 students (13-16 years)

\$10.00 children (12 years and under)

This includes your fare to Rottnest and back, accomodation and all meals. You **must** bring your own cutlery, linen and blankets. Contact Dale Neill (47 8168) or Nicole Harrison (49 3589) for information and bookings. Bookings must be made by April 23rd.

Organizer: Nicole Harrison

Sunday 23 May

Grand Evening Ride and Banquet!

Easy ride.

Meet in front of the Mandarin Restaurant in the Grove Shopping Centre (Cottesloe) at 4 p.m. Ride along the coast and return to the Mandarin at 6 p.m. for a Chinese dinner. Welcome also to anyone who would like the banquet, without the ride! Phone Warren Rudd (67 6699) for bookings, at least one week ahead.

Organizer: Warren Rudd

LOOKING AHEAD

5th - 6th June

Weekend camp at Bickley - cycling, canoeing, bushwalks, etc.

7th - 8th August

Weekend camp at Toodyay - and at the same time the 1976 coasting championships!

TECHNICAL TIDBITS

GEAR RATIOS

Most 10-speed cycle riders know that a lower gear will make steep up-grades easier to tackle, and that a higher one will give greater speed. However, optimal gear efficiency is not achieved by simply going through the gears in order, 1 to 10 or vice versa, as the middle-range gears of a 10-speed bicycle always overlap to a certain point. The "value" of each gear is called the "gear ratio". To calculate it, you will need to know, for each of your bicycle's gear positions, the number of teeth on the front **sprocket** (a), the number of teeth on the back sprocket (b), and the diameter of the rear wheel (c). The gear ratio is then calculated by means of the following formula: $\frac{a}{b} \times c$

Here is a sample gear ratio chart for a 10-speed bicycle with front sprockets of 52 and 39 teeth, back sprockets of 32, 26, 21, 17 and 14 teeth, and a back wheel diameter of 27".

front sprocket \ back sprocket	14	17	21	26	32
39	75	62	50	40	33
52	100	83	67	54	43

If we number the 5 gears on the 39 teeth front sprocket 1 (lowest) to 5, and those on the 52 teeth front sprocket 6 (lowest) to 10, we obtain the following list of gear ratios:

1. 33	4. 62	7. 54	10. 100
2. 40	5. 75	8. 67	
3. 50	6. 43	9. 83	

It is advisable to avoid gears number 5 and 6, as the chain position for these gears will cause undue sideways pull. A good shifting order (from lowest to highest) on this bicycle, then, could be: 1 (33), 2 (40), 3 (50) on the small front sprocket, 8 (57), 9 (83), and 10 (100) on the large front sprocket. An even better one, minimizing the jump from 50 to 67 between gears 3 and 8 would be 1 (33), 2 (40), 7 (54), 8 (67), 9 (83), and 10 (100).

Good gear shifting habits are essential for your cycling comfort and for your machine's happiness. As usual, don't hesitate to contact any C.T.A. committee member for cycling advice.

ODDS AND ENDS

The committee wishes to thank all those who have renewed their membership for 1976, in particular Mr. Harry Flint who, in addition to being a life-time member of Great Britain's C.T.C., has been a very generous supporter of the C.T.A.

Would cyclists be kind enough to advise group leaders if they leave the group during an outing. This is necessary to ensure efficient running of the outing, and safety of all participating cyclists.
