

CYCLING TOURING ASSOCIATION
OF WESTERN AUSTRALIA (INC)

PATRON

The Hon. R.J. O'Connor
Minister for Labour and Industry

PRESIDENT

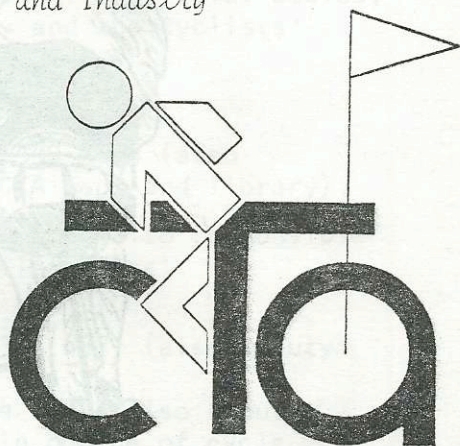
Dale Neill
447 8168

SECRETARY

Nicole Harrison
349 3589

CORRESPONDENCE

31 Bruton Street
Balcatta 6021



"THE CYCLISTS' ASSOCIATION FOSTERING
CYCLE TOURING AND PROTECTING THE
INTERESTS OF CYCLISTS"

NEWSLETTER NO. 33

JANUARY/FEBRUARY 1980



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HAPPY NEW YEAR

1980. A new year. A new decade. And a few other new things of interest to our members.

A new committee. Congratulations to those elected at the November AGM. The 1980 committee is a successful blend of experience and new blood, and should serve the CTA well. Included with the list is the phone number of committee members; please feel free to contact them at any time for help or information.

PRESIDENT : Dale Neill, 447 8168 (also responsible for "liaison" work with official bodies, education, safety and the Cyclists' Defense Fund).

VICE PRESIDENT: Walter King, 386 3463.

SECRETARY : Nicole Harrison, 349 3589 (also responsible for CTA maps and library).

TREASURER : Geoff Dwyer, 275 1661 (also responsible for the sale of CTA badges).

COMMITTEE : Matthew King
David Millward, 385 8371 (also Deputy Secretary).
Bob Mortimer, 344 2854 (also Deputy Treasurer, and in charge of cycle insurance).
Neil Porteous (also in charge of ride records).

Congratulations and best wishes in particular to incoming President Dale Neill. Dale has been one of the mainstays of the CTA's development from its inception and it is more than fitting that he should find himself at the helm at this point.

New members, the first for 1980. Welcome to these, and let's hope we see a lot of you regularly in the new year.

T GAMBLE

G THIRLWELL

D GRIFFITHS

R HILLER

T PETTIT

R DAHL

Thank you also to current members who have already renewed their membership.

A new achievement plan. Your 1980 membership card will include spaces for ride leaders to record the distances you have covered on CTA events. Regular members may then become "members" of one of the CTA's three achievement clubs: the "500", the "1000", or the "2000". These names represent the number of kilometres recorded in one year on your membership card. Qualifying period will from the date of issue of your membership card until and including the last ride before the 1980 AGM. Be sure to bring your card to every ride you attend in order for your distances to be recorded.

New club t-shirts. The CTA will shortly make available to its members good quality t-shirts in a variety of sizes, screen-printed with the CTA logo. Check with committee members at Sunday rides, or get details from the next newsletter.

A new service to members. You can now insure your bicycle through the CTA, who are serving as agents for the E Lumley Insurance Company. For the yearly sum of \$10.00, your cycle will be insured against theft, damage, and you will carry a personal liability insurance.

And finally, new subs. Well actually, the only "new" thing about them is that they are now due; you will find that they have remained unchanged from the 1979 dues. Your "pink slip" is included with this newsletter; please fill it in and send it to the Treasurer with your cheque.

Unfortunately, this newsletter is the last one that will be posted to 1979 financial members. Please don't forget to renew your membership, and we do hope to see you along on some of our rides for 1980.



How can you recognize the Irishman in the car wash?

He's the one on his bicycle.

(Apologies to our Irish readers!)

IN FAREWELL

The following excerpts from Wayne Lally's Annual General Meeting report. If you missed the AGM, you may find these few comments interesting

** * **

It is with mixed feelings that I give my last report as your President - a position of honour that I have greatly appreciated. I have been a member of the CTA since its inception five years ago and have had the pleasure of watching its steady growth. It is good to plan for yet another year.

.... During the year we have organised some 50 events graded from very easy through to very hard and the total distance planned was well over 3,000 kms. We have had rides at all times of the day - morning, evening and night, over distances from 10 km to 200 km a day. Conditions have been windy, rainy, sunshine, uphill, downhill, fast, slow. Those who attended can look back at them all with good thoughts (although the legs might have ached at the time!) of having shared these experiences with other club members - that's what the CTA is all about.

There is no perfect course, distance or speed to conduct the perfect ride for everyone. Every individual male or female has a different pain barrier - 10 km at 10 kph could cause a heart attack to some people, while several of our members are quite capable of 200 km at 35 kph. Planning to suit such a variance of abilities in the CTA has been a problem for the committee, who I think has succeeded in providing something for everyone. Not every ride was meant for every rider to attend every week, but members were to choose the rides they thought would suit them.

.... And so what of the future? My thoughts are still as in the beginning - that cycling can be enjoyed by everyone at their own individual level. Light bikes, good gears and drop handlebars do not now constitute a racing cyclist, as they did in the past. With the energy crisis, there is no doubt that we are in a boom of cycling.

.... In closing, I again would like to say a big "thank you" for your help and encouragement over the years. As you probably know, we Lally's are going to Tasmania to live from January, so my wife and children and I wish the CTA every success in the future, and ask that you support your new President and Committee as well as you have supported me.

Thank you.

WAYNE LALLY



BY BIKE IN BRITAIN

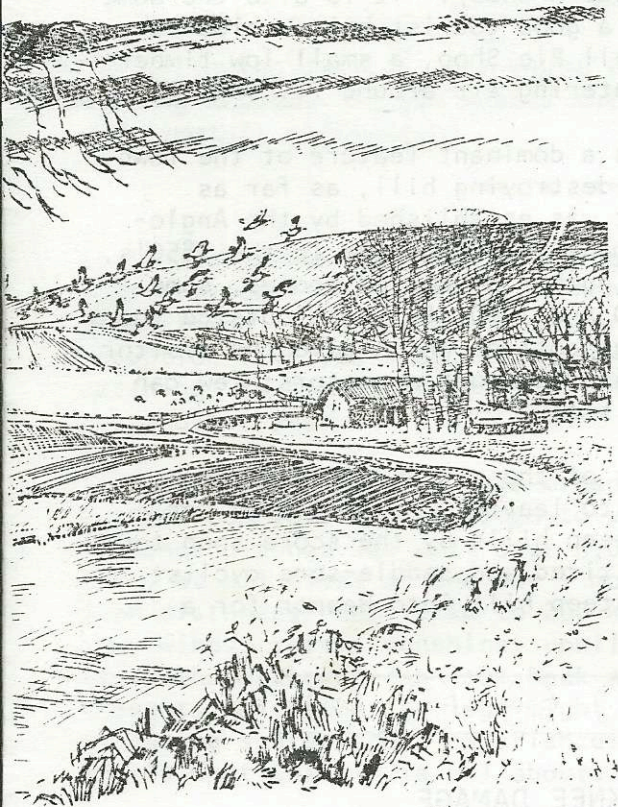
BY Geoff Camm

In our last newsletter, we published an account of Geoff Camm's effort to restore a bike loaned to him during his recent stay in England. Here, Geoff writes on one of his day outings, this one an 80 km run through beautiful North Midland country, along the Derwent River Valley and through Peak district National Park area. Read on.

**** * ****

I left Heanor in weather which was very misty and sticky. The road going through built-up areas was full of pot-holes, evidence that the Derbyshire Pot-Holers were living up to their name!

A large traffic island which had been built just outside of Ripley during my years away gave me a surprise, as did the disappearance of the railway bridge, on the road to Chrich.



The crossroad at Ambergate was a familiar sight, as it was at this point that I used to meet the Belper section of the Cyclists' Touring Club. From Ambergate to Whatstandwell, the road is fairly flat, with the railroad running along one side and the River Derwent along the other in a deep valley bounded by walls built from local Derbyshire stone.

The road from Whatstandwell to Cromford is lined by trees on both

sides, which gives a delightful shady run on sunny days. Between Cromford and Matlock, the road is a switchback of different gradients; out of Matlock it is a bit "rough" in places, but this is compensated by the beautiful scenery.

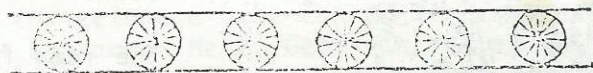
So far the run had been with a tail wind, but with much gear changing to cope with plenty of hill-climbing.

A good run into and through Bakewell got me to the River Wye which flows through the five Gothic arches of the old bridge (circa 1300 AD), which is well worth photographing.

Bakewell is quite interesting, with all its buildings made of local stone (even the modern ones). It is also the home of the Bakewell Pie, still a good tourist bait: pies are made at the original Bakewell Pie Shop, a small low timber-beamed shop with a mouth-watering air around it.

The Church of All Saints is a dominant feature of the town, built at the top of a soul-destroying hill, as far as cyclists are concerned. It was established by the Anglo-Saxons, rebuilt by the Normans and renovated in the 1850's. In the north doorway are a number of carved stones, some dating from 800 AD, 1100 AD and 1260 AD. Just outside the north porch stand some stone coffins which give the visitor some idea of the size of their distant ancestors; few can resist trying them out for size.

After a most enjoyable tour of the church, lots of photos and an omlete, it was time to leave. The trip back was with a head wind and the steep hills by the score soon took their toll: it was a very tired and saddle-sore cyclist who tackled the last long steep hill into Heanor for a good meal and a warm bath.



AVOID KNEE DAMAGE

BY Allan Booth

One of the most painful subjects for cyclists would be knee problems, as was brought to light to at least a couple of riders on the last South-West tour.

How to avoid the pain? Well, a number of very basic things could be wrong. Ask yourself these questions: is the bike the right size? - is the saddle at the right height and in the correct fore and aft position? - is your foot in the correct place on the pedal and are the toe clips (if you use them) the right length?

A quick rule of thumb for determining the correct bike size for you is to divide your height by 3; for instance, a person measuring 5'6" (66") should use a 22" frame. Of course, this does not take into account individual variations in the length of legs, arms, torso, etc., so please buy your bike from a reputable and experienced dealer to ensure a good fit.

When sitting on the saddle with your heel on the pedal and pedalling backwards, your leg should be almost stretched and there should be no rocking of the pelvis whilst pedalling. You should not be stretching to reach the handlebars. Whether you ride with or without shoe plates or toe clips, the ball of the foot should be over the pedal axle.

Once you are sure your bike and your position on it are right for your body size, check these other few points. Disregard for them could also lead to discomfort or damage to your knees.

Don't try to push too high a gear; if the knee starts to hurt, change down a gear or two and spin the pedals rather than force them. You will get fitter that way anyhow. If you tour, keep the weight of your load down to a minimum. It is possible to travel light (e.g. no tinned food!) and you will be thankful if you find yourself facing a stiff headwind.

Keeping the joints warm when the weather gets cold (e.g., wearing a track suit) helps, and on a downhill run continue turning your legs to help the circulation and keep the joint lubricants moving; this will make it easier to pedal when you reach the bottom of the hill.

If you do get painful knees even after changing your position on the bike (even a few times) then have a trip to a doctor, preferably a sports-oriented one, and have things checked out. You only have one pair of knees issued to you, and if they get badly damaged, they cannot be exchanged like an old cluster.



COMING EVENTS

SUNDAY, 6 January
20Km. Easy ride.

Leader: *Geoff Dwyer*

SUNDAY, 13 January
15Km. Easy ride.

Leader: *Bruce Robinson*

SUNDAY, 20 January
80Km. Hard ride.

Leader: *Bob Mortimer*

SATURDAY 26 - MONDAY 28,
January

Organiser: *Dale Neill*

MONDAY, 28 January

SUNDAY, 3 February
40Km. Easy-mod. ride.

Leader: *Geoff Dwyer*

BEACH RIDE

Meet at Perry Lakes (between the lakes) at 7:30 am. Bring bathers.

"PEPPY GROVE - CANOE RIDE"

Meet at Grove Shopping Centre at 3 pm. Finish at Mosman Park Canoe Club and try your hand at canoeing (tentative).

LAKE LESCHENAULTIA

Meet at Guildford Post Office at 8 am. Lunch and swim at lake.

HYDE PARK FESTIVAL

The CTA will be operating a stall at the festival; no ride organised, but PLEASE come and visit the stall.

PUB NIGHT

Counter tea at the Herdsman Hotel, from 6:30 pm. No bookings needed.

MOONLIGHT RIDE

Meet at 3:30 am. (NOTE: AM!) at the entrance of Myers Karrinyup. Enjoy full moonlight ride, sunrise swim and breakfast in town. Bring lights and enough money for breakfast. (Forty riders came along last year, so don't be left out: this is definitely the event of the year!)

SUNDAY, 10 February
50Km. Hard ride.

Leader: *Neil Porteous*

SUNDAY, 17 February
15Km. Easy ride.

Organiser: *Dale Neill*

SUNDAY, 24 February
50Km. Easy-mod ride.

Leader: *Bob Mortimer*

MONDAY, 25 February

SATURDAY 1 - MONDAY 3 March
50 x 3Km. Mod ride.

SUNDAY, 9 March
15Km. Easy ride.

Leader: *Dave Millward*

JOHN FORREST - PARKERVILLE
Departure at 8 am sharp from
John Forrest Park kiosk.
Bar-b-cue breakfast (for the
early birds!) from 6:30 am.

PERRY LAKES SPEED CONSISTENCY TRIAL
(For all types and ages of riders.)
Meet at 3:30 pm between the
lakes. Bar-b-cue tea following.

GNANGARA PLANTATION
Meet at 10 am at Morley -
Alexander Dr. roundabout.
Picnic lunch in plantation;
some dirt road.

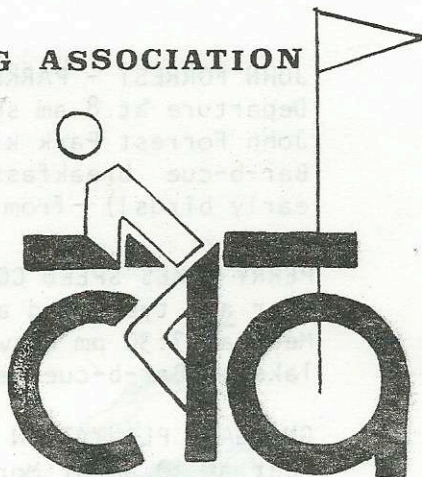
PUB NIGHT
Counter tea at the Herdsman
Hotel, from 6:30 pm no bookings
needed.

DONNYBROOK CAMP
Meet at 1 pm at the Bunbury
Railway Station. Camp at
Donnybrook both nights.
Provide tents, sleeping bags
and food. Cost: \$5 (camping
fees). Tour times are
designed to mesh with
"Australind" schedules for
those who wish to travel by
train.

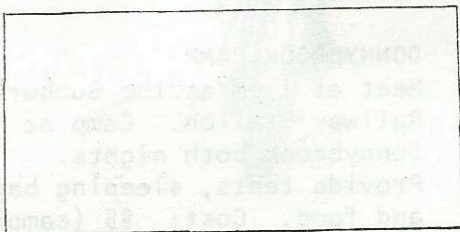
KINGS PARK DAWN RIDE
Meet at 6:30 am at the park
end of Saw Ave., near cannon.
Finish with bar-b-cue breakfast.



**CYCLE TOURING ASSOCIATION
OF WA (inc.)**



**31 bruton street,
balcatta, wa 6061**



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