



# cycle touring association of w.a.(inc.)

**PATRON:**  
The Hon.R.J.O'Connor  
Deputy Premier of W.A.

the cyclists' association  
fostering cycle touring and  
protecting the interests of cyclists.

**CORRESPONDENCE:**  
Box 174,Wembley  
Western Australia 6014



Writing an article of condolence is not, as I am discovering, a pleasant duty; I certainly found myself wishing that the circumstances requiring it had never arisen.

We were all incredibly sad to hear of the death of Diana King in July. As Walter's wife, Matt and Jamie's mother, as a sometime-cyclist and an ever-gracious hostess, Diana has been a well-loved C.T.A. member almost since the club's inception in 1975. C.T.A. "old-timers" will remember with pleasure numerous Rotto week-ends, film nights, and delicious suppers after committee meetings.

The Kings have surely been one of the C.T.A.'s most involved families. Walter and Matthew have served on C.T.A. committees since 1978; Jamie is developing into a keen and competent cyclist and Mary Ellen is presently serving the C.T.A. in the very essential position of 'Newsletter Dispatcher', a tedious job with which Diana and the entire family have always been willing to lend a hand.

The C.T.A. was well represented at a memorial service for Diana, held at Christchurch on 16 July. Furthermore, I am certainly echoing the wishes of the entire membership in offering Walter, Matt, Mary Ellen, Jamie and Simon our sincere sympathy, and best wishes for a future in which a great gap will be felt by all.

Nicole Harrison

## GROUP RIDING DISCIPLINE

by

BOB STOCKMAN

AS C.T.A. MEMBERS, we should feel proud to set an example of correct group riding to other cyclists and road users.

Riding two abreast *IS* best (*and completely legal*); never three, as the outer rider then becomes too vulnerable. The inner rider should ride far enough from the kerb to clear obstacles, drains, etc., without swerving; the outer rider should be about  $\frac{1}{2}$  metre from the inner rider.

It is wise to allow about half a cycle's length from the rider ahead to give some chance of avoiding a collision in the event of a sudden stop. If the group is large (*above 20 riders*), then it should split into two to avoid inconveniencing other road users and to prevent too many falls if an accident should occur at the front of the group.

Experienced riders should be at the front and rear of the group, with the two leading riders making verbal warnings and pointing out any obstructions to following riders who pass the information back through the group. It is the duty of the last riders to warn the bunch about vehicles approaching from the rear, particularly in situations where these could create a hazard. The shout of "CAR!" should bring the bunch together to allow the vehicle to pass in the minimum of time.

Communication is important in the group. Hand signals should be used to indicate direction to be taken, and all group members should signal to make those following aware of what is happening ahead.

These are some of the ground rules for making group riding safe and enjoyable, and presenting as little hazard as possible to other road users.



## TYRES FOR TOURING

by

BOB STOCKMAN

This article is generally concerned with 27 inch tyres, though some tourists, particularly ladies, will be using the 26 inch size for which the usual utility  $26 \times 1\frac{3}{8}$  and  $26 \times 1\frac{1}{4}$  are available. Of interest to tourists is that the Michelin Sport is available in  $26 \times 1\frac{1}{4}$ , but I know of no lighter tyres in 26 inch available presently.

Four tyre sizes are available in 27 inch —  $27 \times 1\frac{1}{4}$ ,  $27 \times 1\frac{1}{8}$ ,  $27 \times 1$  and  $27 \times \frac{3}{4}$ .  $27 \times 1\frac{1}{4}$  tyres are available in the usual cheaper Taiwan and Korean style. They are satisfactory for utility riding and easy touring and can be used with Woods (*ordinary bicycle*) or Schrader (*car type*) valve tubes. Of better quality are the Michelin Speed with the straight tread. These two are usually used with  $27 \times 1\frac{1}{4}$  high pressure tubes and mounted on  $27 \times 1\frac{1}{4}$  aluminium or steel rims. The  $27 \times 1\frac{1}{8}$  tyres, for example I.R.C. or National are an excellent light touring tyre though not recommended for off bitumen use as they are apt to slide in gravel due to their lack of tread definition and to be pinched when passing over rocks. They are generally run at 80 - 90 P.S.I. and, of course, must be used with a high pressure tube. They can be used on rim widths of  $1\frac{1}{4}$  or 1 inch. The  $27 \times 1$  and the  $27 \times \frac{3}{4}$  are very light tyres intended mainly for training and are rather light for touring except where very lightly laden. They can be used on  $1\frac{1}{4}$  or 1 inch rims though in the case of the  $27 \times \frac{3}{4}$  the 1 inch rim is recommended.

It is important in all cases to use a tube of appropriate size to the tyre as too large a

tube will tend to pop a light tyre off the rim.

Finally, most light tubes are butyl so when repairing punctures it is advantageous to apply two coatings of solution, allowing each to become touch dry, before putting the patch on.



## CONSUMER REPORT: BICYCLE HELMETS

by

BRUCE ROBINSON

More and more cyclists are realising that it makes sense to wear a helmet. Some 70% of cycling deaths are caused by head injuries. While head injuries also account for a similar proportion of serious cycling injuries, so helmets are important if you value your head. Some cyclists, who demand space-age technology for their bikes are still content with stone-age technology for their heads. It is obviously incongruous to use leather and rubber gear, but there it is. Safety-conscious cyclists, on the other hand, are much more likely to wear a good helmet, but how do you *recognise* a good helmet?

In brief, a bike helmet should have a hard outer shell to resist abrasion and penetration if you hit the road or the kerb, etc. It should stay on your head while you fall, so it needs a reliable retention system, and most importantly it must have an adequate impact-energy absorbing lining. Many



head injuries result from your brains sloshing around when your head hits something even if your skull is not damaged, so the impact-absorbing lining has to be able to compress under force to allow your head to slow down gradually and lessen the chance of brain damage.

Of course, any bike helmet has to be reasonably light, ventilated and should not impair your vision or hearing. The ventilation is hard to evaluate as it depends on personal preference, how hard you ride, how much you perspire, the length of your hair, and so on. However, it is relatively easy to test for abrasion resistance, penetration, energy absorption and reliability of retention systems.

The NSW Traffic Accident Research Unit (TARU) has conducted tests to the relevant Australian standard. They tested most of the common bike helmets and one light motorcycle helmet. The results were quite clear and only two of the eight helmets tested were recommended.

<i>RECOMMENDED:</i>	Bell & MSR bicycle helmets.
<i>ACCEPTABLE:</i>	Bell Trials helmet (motorcycle type).
<i>NOT RECOMMENDED:</i>	Cooper SK100, SK300, SK600.
<i>UNACCEPTABLE:</i>	Hantrade headgear (hair-net type).  Coonan & Denley.

Unfortunately several helmets were not tested by TARU.

The new Bell 'Prime' helmet, which is not yet commercially available in Australia, promises to perform as well on tests as the first model, while being cheaper and more firmly held on the head. It has no holes in the shell, but has an ingenious and effective system channelling air under the helmet lining.

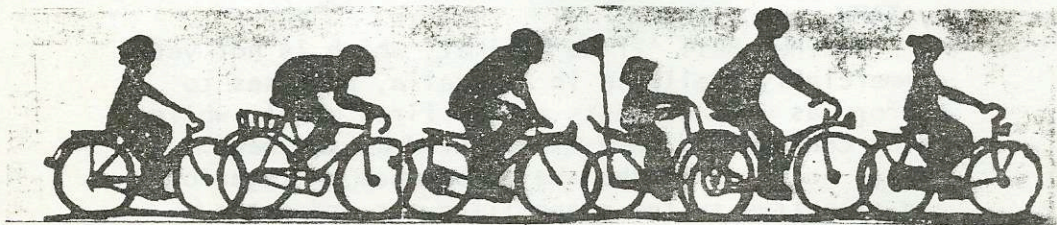


The Victorian made 'Guardian' is a faithful copy of the original Bell helmet. It meets the Australian Standard and is the cheapest good helmet on the market. The PROTEC helmet has fuller coverage of the ears and temples, but I know of no laboratory test data. As the materials used in the PROTEC appear to be of lower quality than the other helmets, I cannot recommend it at this stage.

I can only recommend three helmets, MSR, Bell, and Guardian, and choice between these is hard. The MSR has the best test results and feels most securely held on the head. Unfortunately, because of its secure place on the head it gets hotter than the other two which have pads between the helmet lining and the head. This means the Bell and Guardian are cooler but feel less secure. The Guardian has smaller holes to comply with the letter of the Australian Standard, but those who feel the heat would be well advised to ream the holes out to the size of the Bell holes rather than not use the helmet. Personally I am not inconvenienced by the heat in any of the helmets.

Prices probably range from \$36 - \$50 for the MSR, \$50 - \$60 for the Bell and \$30 - \$45 for the Guardian, so it pays to shop around. MSR guarantee to replace a damaged helmet in exchange for the details of the accident.

For details of the TARU tests or for further information, please contact me on 384 7409.



## CYCLISTS' ACTION GROUP NEWS

*This space has been made available to the Cyclists' Action Group to publish information of interest to cyclists. Other Associations or groups wishing to contribute ideas relating to cycling or cycling safety are also welcome to do so. However, views expressed by these groups may not necessarily be those of the C.T.A.*



C.A.G. was formed in January 1979 as a lobby group aimed at improving conditions for cyclists. We are actively involved in bicycle planning and in advocating safety measures for individual cyclists. We make and sell

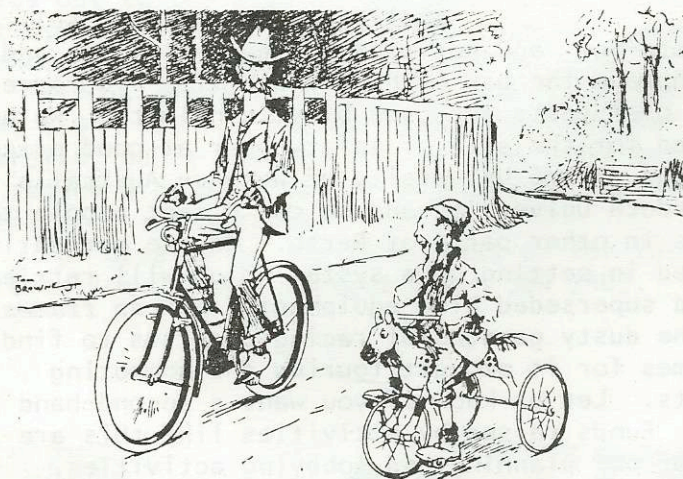
'Reflecta-Sox' and horizontal clearance flags and we encourage the use of high-visibility fluorescent-orange over-vests and good bicycle helmets. We have arranged for the sale of safety gear at good prices on campus at the University of Western Australia and Murdoch University and we can direct people to outlets in other parts of Perth. We are currently involved in setting up a system which will retrieve old and superseded bike equipment (*such as frames*) from the dusty garages of racing cyclists to find new homes for it amongst touring and commuting cyclists. Let us know if you want a second-hand frame. Funds raised by activities like this are used for our planning and lobbying activities.

We have published and distributed a number of articles on bicycle planning, bike education, and energy conservation by cycling, and we have a large library. Liaison with Eastern States bicycle groups, especially in Victoria, is the prime source of most of our information.



We have written to local authorities about bicycle planning strategy, advocating dual cyclist/pedestrian use of all footpaths, access for cyclists through all road-closures and asking for support for a ban on stubbies to reduce the incidence of broken glass on the roads.

We urgently need more concerned cyclists to help us with the task of getting cycling the recognition it deserves. There are numerous ways in which ordinary cyclists can help. For example, by reporting dangerous pot-holes and grates or by contacting their local council to see what is being done for cyclists at the local level. Please contact us on 384 7409 as every cyclist can really achieve positive results just by showing the system that cyclists care.



*"Do you think we should rest and let  
the others catch up?"*

MANDURAH - PINJARRA - COOLUP

CYCLE/CANOE WEEK-END

SATURDAY, 11 OCTOBER

10.00 am LEAVE 'MELVILLE CENTRE' SHOPPING  
COMPLEX (Cnr Canning Highway/  
Stock Road).

RIDE TO MANDURAH - 60 km.

LUNCH AT MANDURAH FOLLOWED BY  
LOCAL VISITS.

OVERNIGHT - OLL'ROY LODGE.

SUNDAY, 12 OCTOBER

10.30 - 11.00 am CANOE TO RAVENSWOOD.

LUNCH EN ROUTE.

OVERNIGHT RAVENSWOOD HOTEL/MOTEL.

MONDAY, 13 OCTOBER

am CYCLE TO 'MELVILLE CENTRE' - 75 km.

Continued.....



## NOTES:

- (a) 2 drivers required to transport canoes and cycles - Sunday, Monday. Free accommodation Sunday night and assistance with petrol.
- (b) Detailed handouts, plus canoe notes available upon firm booking.
- (c) Bookings to Tony Pettit by Sunday, 7 September.  
NOTE: Numbers limited.
- (d) *APPROXIMATE COSTS:*  
\$25, plus Saturday dinner, Sunday lunch, Monday morning tea.  
Details in the handout later.
- (e) *ENQUIRIES AND BOOKINGS:* Phone 387 4324.

## INSURANCE

Remember that the CTA still offers insurance coverage for your cycle and (*optionally*) for yourself. Premiums are \$10 or \$13 with personal (*health*) option. Contact Dave Millward (385 8371) for details.

## 'ODDS AND ENDS'

### T-SHIRTS

A fourth batch of C.T.A. T-shirts has just been ordered, to enable us to fill present and future orders. Among these are a few (*sizes 14 & 16*) with the C.T.A. logo only on the left front (*not on the back*), available if you are looking for something just a bit 'dressier'. Ladies' models are screen-printed only on the front as well. There are a few children's size T-shirts available (*sizes 6, 8, 10 & 12*) so please specify these on your order form if you wish to purchase one.

We will fill all orders as soon as possible, but must apologise for some delay when stocks become exhausted.



## TIME-TRIAL RIDES

These two events are being conducted this year for the first time, and are modelled on similar events run by Great Britain's C.T.C. They are not races, and people of varying ages and abilities are able to participate. C.T.A. officials will be on hand to monitor your distance over a set time (*6 or 12 hours*), and this distance will be recorded on a certificate. Cyclists may choose their speed as well as the number and length of their rest stops. These events will be run at regular intervals, so that riders can try them again to improve their total distances.





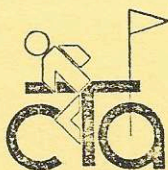
YOUR JULY - DECEMBER 1980 EVENTS CALENDAR

DATE	EVENT	KM (approx)	GRADE	TIME	START POINT	LEADER	COMMENT
JULY 6	SUBIACO TOUR	10	*	2.00PM	SUBIACO LIBRARY	Matt KING	
JULY 13	SERPENTINE FALLS	120	H	8.30AM	GARDEN CITY SHOPPING CENTRE	Neil PORTEOUS	
JULY 20	ROLEYSTONE - KALAMUNDA	100	H	8.30AM	PERTH RAILWAY STATION	Nick PAYNE	Possible gravel.
JULY 27	PERTH - FREMANTLE - PERRY LAKES	40	**	8.00AM	PERTH RAILWAY STATION	Dave MILLWARD	BBQ with Floreat Park Amateur Cycle Club.
JULY 28	S.W. TOUR MEETING	-	-	7.00PM	5 ANERLEY STREET, HAMERSLEY	Geoff DWYER	For those interested in August/September S.W. Tour.
AUG. 3	TREASURE HUNT	50	***	9.30AM	PERTH RAILWAY STATION	Ian STANILAND	Bring pencil.
AUG. 9-10	HARVEY WEEK-END	280	H	8.30AM	CAROUSEL SHOPPING CENTRE	John & Jayne CHEYNE	COST: \$14.50 B & B \$11.00 ROOM ONLY BOOK BY 20 JULY (4441666)
AUG. 17	CYCLOCROSS	50	H	8.30AM	MIDLAND TOWN HALL	Bob STOCKMAN	Strong bikes and heavy tyres.
AUG. 24	RAILWAY MUSEUM	10	*	2.00PM	GUILDFORD POST OFFICE	Walter KING	Admission fee
AUG. 31	SOUTH OF THE SWAN TOUR	40	*	9.00AM	CANNING BRIDGE ROWING CLUB	Neil PORTEOUS	
SEPT. 7	CHURCHMAN'S BROOK - CANNING DAM	100 50	H	9.30AM 11.00AM	PERTH RAILWAY STATION ARMADALE RAILWAY STATION	Ian STANILAND	Morning tea at Armadale; Lunch at Araluen.
SEPT. 14	200 km ACHIEVEMENT	200	XH	7.00AM	CITY BEACH SURF CLUB	Dave MILLWARD	\$2 (\$3 non-members) 12 hour limit. Badges awarded.
SEPT. 21	OBSERVATORY RIDE	50	***	12.00NN	HARTFIELD PARK, FORRESTFIELD	Nick PAYNE	Lights for getting home; walking shoes for observatory.



DATE	EVENT	KM (approx)	GRADE	TIME	START POINT	LEADER	COMMENT
SEPT. 28	COHUNU WILDLIFE SANCTUARY	50	***	9.00AM 10.00AM	CAUSEWAY CAR PARK GOSNELLS RAILWAY STATION	Ross McNAUGHT	Hilly. \$2 Admission Fee.
OCT. 5	6 HOUR TIME TRIAL	-	***	9.00AM	JANDAKOT HALL (Cnr Hammond-Forrest Roads)	Dave MILLWARD	Certificates Awarded.
OCT. 11-13	FREMANTLE - PINJARRA CYCLE/CANOE WEEK-END	150	H	8.00AM	SHOPPING CENTRE (Cnr Stock Road-Canning Hwy)	Tony PETTIT	See SEPT/OCT Newsletter.
OCT. 19	CHITTERING VALLEY	120	XH	8.00AM	MIDLAND HUNGRY JACK	Geoff DWYER	
OCT. 26	AVIATION MUSEUM	40	**	1.00PM	BARRACK STREET JETTY	Neil PORTEOUS	Admission Fee.
NOV. 2	BREAKFAST AT HASKIN'S RIDE	50	***	7.30AM	HOWTREE PL & BOULEVARD	Tony PETTIT	Max: 20 Book by 20 OCTOBER on 387-4324 Approx. COST: \$3 - \$6
		25	**	9.00AM	ESPLANADE & FORREST ST (PEPPERMINT GROVE)		
		10	*	9.30AM	PARKING LOT, HACKETT DR & MOUNTS BAY RD, CRAWLEY		
NOV. 9	12 HOUR TIME TRIAL	-	H	6.00AM	JANDAKOT HALL (Cnr Hammond-Forrest Roads)	Dave MILLWARD	Certificates Awarded.
NOV. 16	BEACH RIDE	15	*	10.30AM	CITY BEACH SURF CLUB	Walter KING	Bring bathers
NOV. 22	SWAN VALLEY RESTAURANT - BBQ	25	**	5.00PM	SWAN VALLEY RESTAURANT BENARA ROAD	Nicole HARRISON	BBQ provided (approx. \$7); bookings by 16 NOVEMBER.
NOV. 24	A.G.M.	-	-	7.30PM	FLOREAT PARK SCHOOL (Chandler Avenue)		BE THERE!!
DEC. 7	PADDLE BOAT RIDE	10	*	11.00AM	GROVE SHOPPING CENTRE	Matt KING	Picnic lunch; boat rides.
DEC. 14	KINGS' PARK BBQ	10	*	7.00AM	ADVENTURE PLAYGROUND	Nicole HARRISON	BBQ Breakfast
DEC. 21	CITY LIGHTS	10	*	6.00PM	KARRILOG, KINGS' PARK	Matt KING	Bring lights





# Cycle Touring Association of W.A.(inc)

## CYCLE TOURIST OF THE YEAR

I wish to nominate ..... for CTA Cycle Tourist  
of the year, 1980.

My main reason for nominating the above is .....  
.....  
.....

SIGNED: ..... DATE: .....

TO REACH SECRETARY BY 17 NOVEMBER 1980.

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### NOMINATIONS FOR OFFICE BEARERS

(THE PERSON BEING NOMINATED SHOULD BE AWARE OF AND AGREE TO THE  
NOMINATION).

POSITIONS:           \* PRESIDENT  
                      \* VICE PRESIDENT  
                      \* SECRETARY  
                      \* TREASURER  
                      \* COMMITTEE PERSON (4 positions)

I wish to nominate ..... for the position of  
.....

NOMINATED BY ..... DATE: .....

SECONDED BY ..... DATE: .....

I wish to nominate ..... for the position of  
.....

NOMINATED BY ..... DATE: .....

SECONDED BY ..... DATE: .....

NOMINATION MUST REACH SECRETARY BY 10 NOVEMBER 1980.



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

CYCLE INSURANCE APPLICATION

NOTE: SPECIAL CONDITIONS

In order to be eligible for CTA Cycle Insurance it is necessary for a cyclist to satisfy one of the following conditions:

A. MUST BE A CURRENT FINANCIAL MEMBER OF THE CTA AND HAVE HELD MEMBERSHIP FOR A PERIOD OF AT LEAST 12 MONTHS.

OR

B. MUST BE A CURRENT FINANCIAL MEMBER OF THE CTA AND ATTENDED AT LEAST 5 OFFICIAL CTA RIDES AND HAVE THEM RECORDED ON HIS/HER MEMBERSHIP CARD.

OR

C. MUST BE A CURRENT FINANCIAL MEMBER OF THE CTA AND HAVE SPECIAL APPROVAL FOR INSURANCE BY EITHER THE PRESIDENT OR THE INSURANCE OFFICER.

NAME: .....

ADDRESS: .....

MAKE OF CYCLE: ..... FRAME No.: .....

PURCHASE DATE\*: ..... PURCHASE PRICE: .....

ACCESSORIES FITTED: .....

ELIGIBILITY: I AM ELIGIBLE IN ACCORDANCE WITH SPECIAL CONDITIONS -

A

B

C (PLEASE CIRCLE)

\*For custom built cycles, may be date of insurance application.

SCHEDULE OF INSURANCE:

COVER: SECTION 1 Loss or Damage (excluding wear and tear) -  
\$10 surcharge on claim.  
SECTION 2 Public Liability (\$100,000).

OPTIONAL: SECTION 3 Personal Accident and Medical Cover.

COST: \$10 standard \$13 with Section 3.

RETURN FORM WITH CHEQUE PAYABLE TO C.T.A.W.A. TO:

C.T.A., PO BOX 174, WEMBLEY 6014

ENQUIRIES: D. Millward, Insurance Officer, 3858371 a/h.