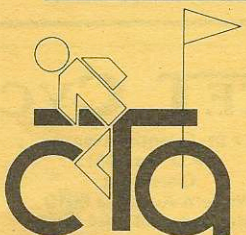


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FREE TO MEMBERS



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

NEWSLETTER

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

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FROM THE PRESIDENT

The C T A receives on average about a dozen enquiries each week from people seeking advice on the purchase of a new bicycle. The two most common questions asked are:- "Which is the best brand to buy?" and "Where should I buy it?"

In attempting to give a useful yet unbiased answer the C T A provides information along the following lines:-

WHICH BRAND There are three general categories of 10 speed bicycle:-

BASIC TOURING	\$150.00	-	\$200.00
SUPERIOR LIGHTWEIGHT	\$300.00	-	\$400.00
CUSTOM MADE	\$500.00	-	\$1000.00

In each category there are a number of reliable brand names available locally e.g. in the Basic category:- INDI, AUSSIE, MALVERN STAR, RICARDO and GORDONSON.

WHERE TO BUY The C T A recommends that you buy from a cycle specialist i.e. a smaller shop that sells and services bicycles as their sole or major function. The large department store and cut-price supermarket may have slightly cheaper machines but they are often sadly lacking in specialist knowledge or after sales service.

Happy Cycling

DALE NEILL

RULES FOR TOUR PARTICIPANTS.

A tour is a ride involving one or more overnight stops.

1. Bookings without fees will not be accepted.
2. Bookings, with or without fees, will not be accepted after the closing date.
3. Each rider must carry a basic range of tools and spares for common repairs, including at least one spare tube.
4. Each cycle is to be equipped with lights in working order.
5. Cycles and riders to be in a condition to undertake the ride. (Tour riders may be requested to undertake a test ride at the discretion of the leader)
6. No alcohol is to be consumed until the end of each day's riding.
7. The tour leader is in sole control and his requests are to be complied with by riders.

1981 KALGOORLIE TOUR or THE SEPTEMBER EDUCATIONAL PACKAGE

Long painful stretches of road and supposedly flat, boring countryside which somehow always seems to go uphill. On paper, that is what the Kalgoorlie Tour would seem to be. In some respects this is true, for in the past it has been the comradeship, the laughter and the shared experiences which have made this ride into a memorable tour. By 2pm on Sunday 6th September it was obvious that 1981 would be no exception.

To this point the ride had been interesting, due to green and peaceful landscapes particularly between Wundowie and York, but not really memorable. The camaraderie however was becoming established in response to set educational experiences carefully planned months in advance. These learning experiences were designed around theoretical concepts such as - you fall over if you don't undo your toe straps; you drop your camera if you stand on an ants nest to take photos; if you possess a laugh like a kookaburra you tend to attract attention; there exists a basic difference between constipation and contraception (learning point brought up by one rider while discussing a certain Ford Pill) and, if you are conned into riding a penny-farthing, you need to know how to get off.

These experiences during the first day culminated in a thoroughly enjoyable visit to the York Motor Museum by courtesy of a past CIA president Jim Harwood, followed by a relaxed evening in the York Youth Hostel looking for rabbits, holes and fighting mosquitoes.

To make sure everyone was getting their money's worth, several educational experiences were planned for Day 2, the trip from York to Quairading. Included, was cycling education which involved a time trial to catch a rider who had previously gone ahead. The lesson was that if you happened to go past the lead rider, you tended to be left time trialling merrily into the distance.

A truly enlightening experience was a visit to the Quairading wood sculpture house where literally hundreds of different W.A. woods are fashioned into art forms. It was a great shame that only three riders were suitably inspired to ride the extra 40km to view this international attraction, although the reward for completing the trip in 40-50km/hr winds was the opportunity to eat a homemade afternoon tea prepared for 8 by our most gracious and friendly hosts. This trip however nearly had a tragic sequel in that the leading rider in the race back to Quairading failed to notice the main road junction and left a motorist in need of a pair of brown corduroy trousers. Our intrepid cyclist escaped, and indeed by late evening had so regained his composure that he was to be seen (and photographed) in a most compromising situation with a certain R-rated magazine and a feather duster.

The one and only wet day of the tour was to greet us as we awoke next morning, so after a large breakfast served by the chamber maid (also waitress, receptionist and general dogsbody working about 100 hours/week) we looked forward to a damp ride to Merredin. Unbeknown to the rest of the group however, further educational adventures had been planned, the first of which was timed for the morning tea stop where the group was introduced to the manager of the Kwolying Hotel (whose greeting upon awakening to our 10.30 knock on the door consisted of peering out and uttering the phrase 'Good God, you lot must be mad) and his delightful wife (mother? grandmother? sister? manager? bouncer?) who set about giving the boys a lesson in 'fashion wear for country pubs' and hairstyles for the 80's (40's?-----20's?) while serving pots of tea and beer jugs full of milk.

"How do I love thee, let me count the ways"....(C'mon Dennis time to go).

Dragging ourselves away from this homely atmosphere we headed for Bruce Rock and lunch (the shop is closed as Heather is coming home today), and by 4u30 a damp but high spirited group had begun what was by now a ritual - the jockeying for position prior to a sprint to the town limit. This day however there was panic in the bunch as, due to a late toilet stop for the men, it was likely that the one lady of the group (well there was competition for that position) could be far enough ahead to win the sprint - heaven forbid. So there we were, 20km to go, jostling and jirking all over the road, panniers swaying, concentrating on getting the best position as though it was the end of a world championship road race rather than the end of the third days ride in the Kalgoorlie Tour.

A somewhat breathless group therefore fronted at the Commercial Hotel, Merredin, satisfied however that male pride was still intact. On seeing us the initial response from the manager was 'sorry no rooms' (due to our appearance, or because of genuine heavy bookings we shall never know) but on realizing that we were booked by the RAC became much more friendly, and so began our delightful and particularly cheap stay at Merredin, marred only by the evening's educational session which taught us that if you eat someone else's dinner you have to hang your head in shame while eating it and then swallow your pride, admit that you ate it and pay for it next morning.

Warm clear skies and a pleasant tail wind heralded what was to be 'another educational day' on the way to Southern Cross, and lessons began before we were 200m out of town by it being made clear that if you clean your cleats with glass you cut yourself and bleed all over the road. So much for logic, next philosophy - if you own a country store where there is no competition you can sell anything you like to a bunch of cyclists for their lunch as you are free to express the 'that's all we want to sell, like it or lump it philosophy' (well done Bodallin - it's nice to have you in the human race). Lesson 3 - Sociology of Sport. If you take an unfair advantage of the group to get ahead of them, it is likely the whole bunch will work against you to make sure someone else gets out the front - yes the sprints were still at the forefront of everyone's thinking. Lesson 4 - Sex Education or God that's just my type, with educational aids as follows:- Southern Cross roadhouse, brown eyes, 34,24,34, a randy father figure, several cyclists trying to hide under a table. Lesson 5 - Hygiene and Business Management - a sample lesson given over to the fact that if management skills are lacking, hygiene is one of the first things to be swept under the mat (oops) - obviously you cannot run a hotel while caring for several children if the manager only concerns himself with the front bar. Lesson 6 - Mathematics. There are 8 cyclists paying \$12 each and only one receipt is needed. Question - What is written on the receipt? Answer - $12 \times 8 = 41$ Sichel Turin Klub. Goodbye Southern Cross.

Day Four - the long one - everyone too tired to be educated, although at morning tea an RTA officer would have thought all his birthdays had come at once if he had been able to participate in the conversation we had with a driver who stopped just after us.

Driver - Gooday Hic Whe...re yaaaagoin

Cyclist - Behind you. It's the only safe place.

Driver - Wheeze Hic. Areyaaa cop?

Cyclist - I wish I was. Where are your registration plates?

Driver - There's a smart hic ar....in every hic group - wheeze stagger.* There go 8 cyclists riding forwards, but all looking behind - I wonder why? Much later, and without incident, a tired sunburnt group could be seen sprinting - yes sprinting into Coolgardie to claim a new record from Southern Cross - 8.25hours and the whole group intact.

The following day, a rest day from school, was spent on local tours, cooking, eating and snoring, though there are always those individuals whose thirst for knowledge is so great that even during holidays they must learn, and so it was that one young man learnt that when catching a frizbee, if you duck and close your eyes, the frizbee makes an egg out of your nose.

Kalgoorlie has always been known for its educational role (if you can afford it) and the highlight of the tour for many of our group was a guided excursion through Hay Street. It was even suggested that future tours should include a more thorough educational programme in this town, sponsored by the CIA.

Another highlight of the Kalgoorlie stopover was the 'Pickwick Papers' Hotel (run by Nancy and sister as Fagin had run off) where 1½ hours to organize rooms that had been pre booked does not seem unusual. Once again the intelligence theory related to size of anatomical appendages put forward by one of our members was severely tested.

So it was that the Kalgoorlie Tour ran its course, the Prospector not only returning us literally, but also returning our thoughts to the reality of work the next day, and already the reminiscing had begun..... 'best tour'.....'never forget'.....'enjoyable'.....'great'....'worth it' 'personal achievement'.....'bond between ages'.....

Kalgoorlie Tour 1981

Tony Pettit
Dale Neill
Margaret Neill
Dave Millward

Mark Peacock
Mark Bettell
Romney Phillips
Dennis Braddon

Allan Booth - as far as York

IMPORTANT DATES - RIDE AND TOUR PLANNING

RIDE PLANNING FOR JANUARY - APRIL 1982

For all C T A members interested in planning or leading rides or simply offering suggestions. It is important that you ascertain all relevant details prior to the meeting and fill in the form elsewhere in the newsletter.

TIME: 7.00p.m. Friday December 18 1981

PLACE: Room 128 D Y S R Perry Lakes

BRING: Completed 'Ride Plan' form

LONG TOURS PLANNING FOR 1982/83

C T A members interested in participating in the following tours:-

South West Tour	May 1982	10 Days
Farmland Tour	August 1982	6 Days
Kalgoorlie Tour	September 1982	8 Days
Tasmanian Tour	January 1983	14 Days
Kuala Lumpur - Singapore Tour	May 1983	7 Days

or of suggesting any new tours, are invited to a special meeting. The objective of the meeting is to formulate a small sub-committee for each individual tour.

TIME: 9.30a.m. Sunday December 20 1981

PLACE: 29 Garland Way Trigg

NOGGERUP LONGWEEKEND RIDE - OCTOBER 3/4/5.

Leader: Neil Porteous

Number of riders: 7

Distance covered: 270 kilometres

Weather: Mainly fine - heavy cloud at times which was occasionally broken by periods of warm sunshine. South west to west winds increased in intensity during the weekend - reaching speeds of 30 - 40 knots on Monday.

Route: Met at the Perth Railway Station at 8.45a.m. on October 3 Trained to Bunbury, cycled to Noggerup via Wellington Mills and Lowden. Reached Noggerup at approx 5.30p.m. after being delayed by a nasty accident which resulted in a smashed front wheel and bent front forks.

October 4: Departed Noggerup Youth Hostel at 8.30a.m. and rode along scenic sealed road to Collie - (Recommend this route for cycle touring.) Arrived Collie at 10.00a.m. - Rendezvous with Mark Peacock's parents, who brought down replacement front wheel. Continued onto Muja coalfields and then along a first class touring road to McAlinden, a very pretty stretch indeed. We covered 4km of gravel on the way back to Noggerup. Delayed once again by more mechanical trouble: a collapsed rear derailleur and buckled wheel. We returned just before nightfall - several cycles were not equipped with lights!!! That evening it was discovered that the cycle with the collapsed rear derailleur also had a broken rear axle and bent quick release skewer. It was here that the tour leader suffered his first heart attack!

October 5: Prayer service held outside Youth Hostel at 0700 hours - this saw the recovery of our tour leader!

Departed Noggerup at 9.15a.m. limped back to Bunbury via Lowden and Donnybrook at reduced speed in order to limit strain on broken axle and of course the tour leader.

We rode non-stop from Donnybrook to Bunbury against howling headwinds, arriving in Bunbury at 2.10p.m. Loaded cycles into a cramped guards van after a heated argument with a Westrail guard. It was here that the tour leader suffered his second heart attack! Departed Bunbury at 3.00p.m.

In spite of all the serious mechanical problems with which we had to contend, the C T A members excelled at overcoming the difficulties. This weekend will not be forgotten!

Editor's Comment.

Neil Porteous should be awarded the 'Iron Cross' of cycling for this effort.

CYCLING IN THE U.K.

Dale Neill returned from cycling in the U.K. with a new bicycle.

Bob Stockman returned from cycling in the U.K. with a new business.

Now Bob Mortimer has just returned from the U.K. with a new bride.

Congratulations and best wishes to Bob and his new wife from everyone in the C T A Its great to have you home.

-- C.T.A. RIDE PLANNING FORM --

NOTE: Planning night 18.12.81

RIDE TITLE & COURSE	Kms	GRADE	START TIME	START POINT	LEADER	COMMENTS:- cost, booking date, re-group points, food etc, etc.

PROTEIN

Protein is composed mainly of carbon, hydrogen and oxygen. The building blocks of protein are the twenty three amino acids, ten of which are essential, as they can only be obtained in the diet, whereas the other thirteen can be synthesized by the body from one another.

Meat is the general source of amino acids in this society, as together with soybeans is the only common food that has all the essential amino acids, though a combination of cereals and beans does supply these in vegetarian diets.

Protein needs of the Athlete - Since the Greeks, protein has taken on magical properties for athletes. Coaches and athletes alike have cited the myth that since muscle is protein, in order to develop bigger (stronger) muscles you need more protein and thus commercial production of a myriad of 'protein' supplements guarantees to make you stronger, fitter, healthier, sexier etc. It was not until the 70's that this myth began to explode, though even today many still believe it.

Research is divided into two general viewpoints: a) because of hard training and/or nitrogen depletion extra protein is necessary; b) little benefit is shown from increased protein above an allowance essential for metabolism. The first of these viewpoints is held by a number of authors for the following reasons:

- 1) there is an increased need during training, because of the need to supplement muscle and tissue protein as well as the plasma protein;
- 2) a loss of blood protein may cause anemia during heavy training;
- 3) supplementation is required for development of strength.

Authors who followed these viewpoints recommended a minimum protein intake of 2gm/kg body weight per day or 140-200gm.

Modern research has tended to refute the supplementation theories. For example, Darden (1976) showed that strength did not increase with supplementation up to 380gm/day, and in fact any amount over 100gm was excreted. Consolazio and Takahashi (1975) concluded that whatever the cause, 1.4gm/kg was sufficient to maintain nitrogen, blood haemoglobin, and serum protein levels following heavy training.

Disbelief in the need for protein supplementation was also based on evidence of health problems associated with heavy protein diets, particularly infants on 'formulas', and data from some communities using very low protein diets highlighted the increased strength and endurance of these people eg. the Indians of the Andes and Mexico who run 90 miles at 7mph with no sign of fatigue. Similarly with Western athletes, Rogozkin (1978) concludes that as energy expenditure increases, the need for protein decreases, thus endurance athletes may need very little protein.

Durnin (1978) has established that the body loses protein in the following ways: 1) the amount excreted in urine, which does not alter with exercise - 37mg/kg body weight.

2) the loss in faeces which does not increase with exercise - 12mg/kg.

3) the amount lost by skin, hair, nails and sweat - 5-10mg/kg.

Therefore, total loss is 56mg/kg or 3.9gm for a 70kg man representing a daily intake of 25gm protein. Allowing for individual variations, and an allowance for four hours strenuous exercise (7.5gm), a total of 40gm protein per day would be more than adequate for a 70kg man.

Conclusions arrived at by Durnin would appear valid in the light of protein overfeeding prevalent in 'Western' societies, and extreme skepticism should be levelled at any requirements above 0.6-0.8gm/kg/day, particularly if the person is a serious endurance performer- (and life is an endurance performance).

SIX HOUR RIDE ACROSS AUSTRALIA

TONY PETTIT

"It's an ill wind that blows nobody any good"

Twenty four riders in fact braved the 'ill' (freezing) wind in an attempt to get the CIA out of the State, if not across Australia, and, although the attempt failed, the ride itself was deemed a success as riders of all ages contributed to the total distance.

Kilometres covered by each rider was as varied as the age and ability of the participants, but all took an eager interest in the 'distance covered line' snaking across the map each time a stop for hot tea and bikkies was called for. Individual efforts toward the group total ranged from a splendid 1.25km by a stocky figure in a wool cap riding with one arm, to a total of 33km by James, Susan, Jodi and Tamsin whose average age was 8½, and finally to a determined 140.54km by Peter Cooksey, who, together with Mark Peacock (100.65km), Mark Bettell (123.75km) and Jeff Potter (109.4km) were the only ones left at the completion of the six hours (an increase of 50% on 1980).

Results - Total distance covered - 1310.45km
Location reached - 55km past Medura - almost to the W.A. border.

"10 000 IN 8" -

"TOUGHEST RIDE OF THE YEAR?"

advertised as the "Toughest ride of the year" it was not surprising that a mere 11 masochistic members turned up at the Elmscott Railway Station at 8.00a.m. on August 23.

The aim of the ride was to climb 10 000 feet in less than 8 hours. Bob Stockman spent many hours plotting the course from a detailed outour map and then took an overseas trip to England to avoid riding the 120km event.

Members completing the course were:-

roup 1 - Roy Tindall, Mark Bettell, Jamie King and Tony Pettit.
(5 hours 15 minutes)

roup 2 - Mark Peacock, Dale Neill, Peter Cooksey and Dave Millward.
(6 hours 37 minutes)



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YOUR CTA COMMITTEE

of of of

Please contact any of the following for assistance or suggestions:

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7 Boscastle Ave
CITY BEACH 6015

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17a Forrest Street
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(385-8371 - home)

of of of

RIDE CLASSIFICATION

of of of

*

EASY. For any healthy person. Distance less than 25 km. Speeds average 10 - 15 kph with frequent stops.

**

MEDIUM. For riders who have some cycling experience and 5 or 10 speed bicycles. Distances from 25 to 60 km with as few difficult hills as possible. Speeds average 15 - 20 kph with stops as needed.

MEDIUM-HARD. For cyclists with experience in group riding. Distances from 60 - 100 km. Speeds average 15 - 25 kph through moderately difficult terrain.

H

HARD. For experienced riders of above average ability. Distances are in excess of 100 km and/or speeds averaging 20 - 30 kph. Terrain may be very difficult.

XH

DIFFICULT. Denotes rides with speeds averaging 25 - 35 kph and/or considerable distances and/or extremely rough or mountainous roads.

PLEASE GAUGE YOUR OWN RIDING ABILITY AND CHOOSE RIDES WHICH ARE
SUITED TO YOU.

EARLYBIRD RIDES



NEW YEAR "EARLY BIRDS" PROGRAMME

Make a New Year's resolution and start the year right by joining an "Earlybirds" programme. Roy Tindall originated the idea and devised the programme of 4 fortnightly rides which are open to all cyclists.

RIDE No 1: - 3Km Individual Time Trial

Starts: 7.30a.m. Sunday January 3 at corner Helston St and West Coast Hwy City Beach

Categories: Juniors, Ladies, Veterans, Open.

Organiser: Roy Tindall assisted by Dave Millward

RIDE No 2: - 13Km Individual Time Trial

Starts: 7.30a.m. Sunday January 17 at Car Park corner Reserve St & West Coast Highway Scarborough

Course runs along West Coast Hwy to Mullaloo. Seeded starting order at 1 minute intervals to allow each rider to see rider in front. Recovery station at the Mullaloo Coffee Shop and then a leisurely group ride to return to Scarborough. (Could be capped off by a swim for those interested)

Categories: Juniors, Ladies, Veterans, Open.

Organiser: Roy Tindall assisted by Tony Pettit

RIDE No 3: - 10Km Mixed Pair Two-up Time Trial

Starts: 7.30a.m. Sunday January 31 Perry Lakes Dr Perry Lakes

Male and female partners to be drawn out of a hat. Husbands - wives, boyfriends - girlfriends not allowed to partner one another.

Organiser: Roy Tindall assisted by Dale Neill

RIDE No 4: - 8Km - Four Up Time Trial

Starts: 7.30a.m. Sunday February 14 'Camera' Corner Subiaco
Each team consists of 4 riders, one from each category, drawn from a hat on the day. Points to all riders who finish plus bonus points for the fastest complete teams.

Organiser: Roy Tindall assisted by Ian Staniland

Note: (1) All riders who finish receive 10 points plus bonus points are awarded for fastest in each category
e.g. 10,9, 8.....1

(2) Categories:

Junior	-	17 years or under on January 1 1982			
Veteran	-	40 " " over " " " "			
Lady	-	Recognised a Lady on " " " "			
Open	-	Men 18 - 39 years " " " "			

DATE	EVENT	KM (approx)	GRADE	TIME	START POINT	LEADER	COMMENT
NOV. 15 (Sunday)	DALKEITH HISTORICAL RIDE	10	*	2.00 pm	126 VICTORIA AVE, DALKEITH	Mathew KING	Taking in places of interest in Dalkeith.
NOV. 22	GIDGEGANNUP 'ELEVENSES' RIDE	60	H	9.30 am	GUILDFORD POST OFFICE.	Roy TINDALL	Up Red Hill to 'Gidgie' for 'elevenses'. Back through Mt Helena, Greenmount & Midland
NOV. 25	CTA ANNUAL DINNER and presentation of the 'CYCLE TOURIST OF THE YEAR' award. The CTA has booked Hugo's Restaurant and their Chefs will be preparing a special menu for the CTA. Members & their friends are welcome.	-	-	8.00 pm	-	ORGANISERS: Dale NEILL Jane CHEYNE Bob STOCKMAN	Dinner Tickets must be purchased prior to 15 NOVEMBER from Committee members. COST: \$14 members; \$15 non-members
NOV. 29	ANNUAL GENERAL MEETING 1981	-	-	10.00 am	FLOREAT PARK SCHOOL	ORGANISERS: Dale NEILL John CHEYNE Mat KING	AGM 1980 minutes; Treasurer's Report; Tours Report; Election of office bearers 1982. Setting of 1982 membership fees. Nominations close 30 OCTOBER
NOV. 29	RIDE TO HEIRISSON ISLAND	40 20	*** **	12.30 pm 2.00 pm	RED BULL, JOLIMONT KINGS PARK LOOK-OUT	Tony PETTIT Mark BETTELL	Following the AGM at Floreat Park School, riders will gather for lunch at Red Bull, Jolimont. Other riders can join at Kings Park. The ride will then follow the new cycleways on the Swan River foreshore to Heirisson Island.
DEC. 6	TREASURE HUNT RIDE	50	***	8.30 am	CNR SAW AVE & MAY DRIVE, KINGS PARK	Ian STANILAND	Bring a pencil.
DEC. 12/13	MOORE RIVER CAMP	200	H	DEC. 12 8.30 am	CITY BEACH SURF CLUB	Mark PEACOCK	Supply own tent, sleeping bag, cooking gear, food. For details Telephone M Peacock - 446 3009. BOOK BY 29 NOVEMBER.
DEC. 20	CITY LIGHTS RIDE	10	*	6.30 pm	KINGS PARK LOG	Tony PETTIT	Easy ride through city to view Christmas Lights. Lights on cycle <i>ESSENTIAL</i> .
JAN. 9	GOURMET'S NIGHT RIDE	40	**	7.00 pm	'FAST EDDY'S' CNR HAY & MILLIGAN STREET	Neil PORTEOUS	Cycle light <i>ESSENTIAL</i> . Approximate cost \$5 - \$6.
JAN. 24	KINGS PARK BREAKFAST RIDE	10	*	7.00 am	CNR SAW AVENUE & MAY DRIVE, KINGS PARK	Allan BOOTH	Bring BBQ breakfast.