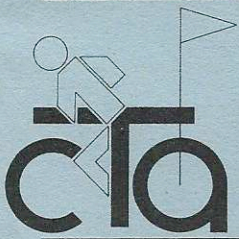
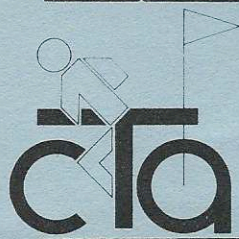
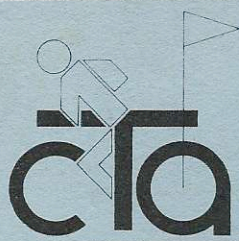


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cycle touring association of w.a.(inc.) NEWSLETTER

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protecting the interests of cyclists.

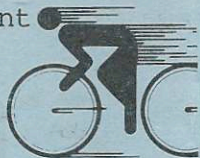
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From the President

The season for longer tours and weekends away is now with us and I know the odd Yorkshireman and retired racer who are busily polishing their saddles and oiling their chains in anticipation of the experiences that Winter 1982 has to offer them.

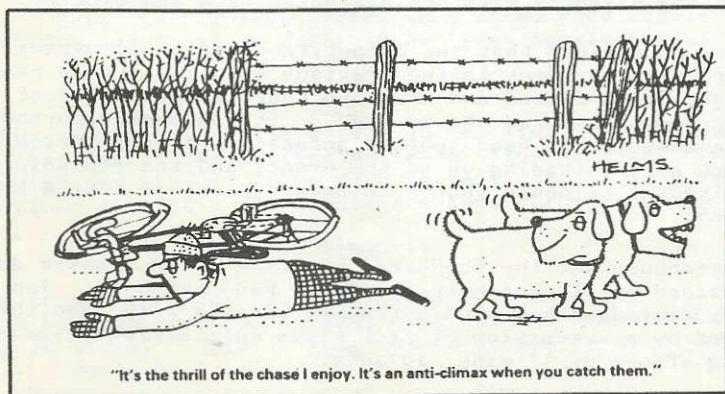
With the longer, leisurely rides, the traffic problems ease and so does the tension. Conversation graduates from 'small talk' and riders discuss, debate and joke as they wheel their way along the quieter, country roads. A feeling of contentment and conviviality comes from within the group which is reinforced during meal breaks and the night stop-overs.

One of the rewards of cycling with the C.T.A. is the willingness of members to lend a helping hand to someone who is in trouble - be it a tyre studded with 'double-gees', a wheel minus one or two spokes, or simply a word of encouragement when nearing the summit of Greenmount.

However, I would urge all members to be as independent as possible and not to take the generosity of fellow members for granted. Carry your own tools, food and drink. In other words - Be Prepared!

See you down the road,

DALE NEILL



** THE EARLY BIRD COMPETITION **

During January/February the Club held a series of four very early morning time trials.

Using a different format for each event, the rides were designed mainly to encourage an increase in personal fitness and to provide some light-hearted competition in which personal achievement had priority over who actually won each event.

There were four categories of rider (Open, Veterans, Ladies and Juniors) and each finisher in each event received 10 points which meant that a rider finishing all four events received a maximum of 40 points. Place points were also awarded. First place received 10 points, second place 9 points, third place 8 points and so on down to tenth place (1 point). Winners of categories also received points to the value of 3, 2 and 1 for 1st, 2nd and 3rd places.

The first event, a 3.5 km. individual time trial was won by Club member Geoff Dwyer who overcame the blustery wind conditions to fly around the course at an average speed of just over 25 miles per hour, earning appreciative comments from spectators and competitors alike.

Allan Booth staked an early claim to the overall Veterans prize by winning the Vets category and Jean Tindall narrowly beat Margaret Neill by 20 secs. to lead the Ladies competition; (a situation that was to be reversed later on in the series).

Two Sundays later riders faced the time keeper for the second event, a 12 km. Individual Time Trial straight out along the West Coast Highway from Scarborough to Mullaloo.

Weather conditions were again fine but the hoped for tail wind of the previous weeks fizzled out leaving the riders with fairly neutral wind conditions with perhaps the later starters just benefitting slightly with the beginning of a sea breeze.

It was soon obvious that the competition was on in earnest. Pannier racks, evident in the previous event, had been removed and light tyres fitted and here and there a sprinkling of aerodynamic components and shaved legs. It was even reported that certain members had been spotted actually training during the two week period leading up to the event; and the finishing times were eloquent evidence that some preparation had indeed been employed.

Mike Stenhouse set the standard, his time of 20 minutes dead being unsurpassed until over half the field had finished. Ian Hore finally dislodged him with a fine 19 mins.14 secs. and this was followed by a succession of fast times culminating in Dave Millward's winning effort of 17 mins. 20 secs.

Allan Booth strengthened his hold on the Vets. competition while Margaret Neill was over a minute faster than her rival Jean Tindall, thus leaving the Ladies competition wide open.

The third event in the series was a 10 km. Two-up Time Trial held round the Perry Lakes Championship course.

Six teams of riders set off at minute intervals and the finishing times were very close; less than two minutes separating the fastest and slowest teams.

The youthful combination of Mark Peacock and Mark Bettell predictably returned the fastest time with newcomer Werner Grehn partnered by Bob Stockman running the two Marks a close second.

The mixed combination of Matthew King and Jean Tindall arguably not the most evenly matched pair, nevertheless took third place with a determined effort which left Jean with an acute case of "Pursuiter's Cough"!

The final even, a Team Time Trial with four riders in each team was held in Kings Park and produced a very close finish. The composite team of Mark Peacock, Romney Phillips, Jeff Dawkins and Margaret Neill was narrowly defeated by the team of Dale Neill, Mark Bettell, Allan Booth and Jean Tindall, the winning margin being just 20 seconds.

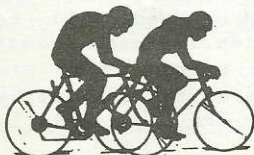
With the successful completion of the competition, all that remained to be done was the calculation of the final points score to decide the overall winners of each category, and these were:

Dale Neill (Open); Allan Booth (Vets.); Jean Tindall (Ladies); and Mark Bettell (Juniors). Geoff Dwyer and Dave Millward were the individual time-trial winners and Mark Peacock and Mark Bettell won the Two-Up Time Trial.

To summarize the series, it was evident that everyone who participated gave their all, and like everything else in this life, what you get out of it in terms of enjoyment and satisfaction, seems to bear a direct relationship to what you put into it. That would account for all the smiles after the finish of each event.

The Earlybirds were: (In alphabetical order)

Mark Bettell
Allan Booth
Phil Clements
G. Dawkins
J. Dawkins
Geoff Dwyer
Andy Fichthorne
Phil Ganderton
Werner Grehn
Ian Hore
Jamie King
Matthew King



A. Millett
Dave Millward
Dale Neill
Margaret Neill
Mark Peacock
Barry Penton
Romney Phillips
Mike Stenhouse
Bob Stockman
Jean Tindall
Tony Tonna
Alvin Willis

A comprehensive result sheet can be obtained on request from Roy Tindall.

HINTS FOR RIDING IN TRAFFIC

There's something special about people who commute to work by bicycle. They have that indefinable air which is hard to describe. It has to do with successfully running the twice daily gauntlet of the city traffic which seems to give them an aura of quiet confidence not found in car-bound or public-transported commuters.

Ask any of these intrepid cyclists what tricks or methods they use to survive the daily rush hour confrontation and you'll probably receive only the vaguest of replies but that doesn't mean they don't employ any methods, it's more likely that they are so much a second nature as to be hard to put into words.

Just recently, however, we received a copy of the Vancouver Sun, a Canadian newspaper similar in size and format to the Melbourne Age or The Australian and in an article covering city cycling, we found a list of useful do's and don'ts relevant to all cyclists everywhere.

The interviewee in this particular article claims that "all streets in every city are safe for cycling as long as you know what you are doing" and goes on to say, "Be predictable and be visible". This means that a cyclist should obey all the rules of the road just the same as a motorist should. That way both are able to predict the others movements and avoid any misunderstandings.

"Ride in a straight line at all times - weaving in and out of parked cars makes you less visible to motorists".

"Stay away from the drivers blind spot". This is a common cause of accidents especially on the inside of a vehicle at traffic lights.

"Establish eye to eye contact where possible". If you can't see a drivers eyes, the chances are you won't be visible to him. Even then you may be visible but still not perceived.

"Don't ride too close to the kerb". A motorist stands a better chance of seeing you if you are a reasonable distance from the kerb and will more likely move out to overtake you than chance it and squeeze through.

"Ride confidently and don't worry about being hit from behind. Make yourself visible and be predictable to the motorist and your chances of a safe ride increase dramatically."

A surprise statement towards the end advises riders to "avoid bicycle paths unless they are wide, well lit and free of debris".

The article's final interesting comment comes from the President of the British Columbian Bicycling Association who says, "If a cyclist is experienced and adheres to the law, motorists will treat the bike and its rider as just another vehicle on the road - not always with courtesy but at least as an equal".

PUZZLE PAGE ?

from Matt King

Bikeshop-owner Arthur Absentmind had just counted up the bicycles and tricycles in his showroom.

"How many are there of each?" asked his wife.

"Dear me, I forget," replied Arthur.

"But I do recall if it's any help that there are 134 wheels and 102 pedals".

How many bicycles were in his shop?

Anyone who thinks they know the answer, should contact Matt King for verification. It is rumoured that Matt has a special prize for successful puzzle solvers!

..... another Puzzler:

The Fly and the Bicycles

Once upon a time there was a stretch of road twenty miles long. At each end of this road was a bicyclist, and at exactly the same instant, they started riding toward each other at a constant speed of ten miles an hour, continuing until their front wheels touched. At the instant of their starting, a fly, which was perched on the front wheel of one of the bicycles, started to fly toward the other at a speed of fifteen miles an hour. He flew until he touched the other front wheel and instantly started back, always at the same speed, until he touched the front wheel of the first, and so on, flying back and forth between the wheels until he was crushed as they met. Each journey naturally was shorter than the one before.

Now all you have to do is to figure out - exactly how far did the fly fly?

Answer on last page.

CADENCE

or...

HAVE YOU GOT YOUR RHYTHM RIGHT?

How often have you watched and envied a bicycle rider who appears to cover long distances without apparent great effort and thought he must be super fit?

The chances are that he may not be a great deal fitter than you, but that he has harnessed his body's natural rhythm to make riding much less tiring.

The modern multi-gear bicycle is equipped with a wide variety of gears to enable the rider to maintain his own optimum cadence under all road and weather conditions; for touring the average rider will need gears from about 36 inches to a maximum of around 100 inches which rules out the racing type 13-17 tooth rear gear block.

The most common misconception among novice cyclists is that to get exercise one must push the pedals against great resistance, i.e. remain in a high gear. For the average cyclist a cadence (the speed at which the pedals are turned) of 60-80 revolutions per minute should be aimed at, as fitness increases this may be increased to around 90 - 100 RPM; racing cyclists often maintain around 120 RPM for long periods. In fact before multi-gears became available racing cyclists were achieving times of a little over the hour for twenty five mile time trials on fixed wheels of less than 80 inch gearing!



An effective way to monitor your cadence (and also make riding more interesting) is to select a piece of road free of gradient and count the number of times one pedal goes down during one minute, soon the rider knows roughly his own optimum cadence which should be maintained always and as a motivation towards increasing fitness the cadences can be gradually increased.

It is important to maintain at least the base cadence of 60 RPM under all conditions, not only on flat ground. When riding into a wind or up a gradient one should shift into a lower gear before it becomes necessary and pedal faster to maintain a reasonable road speed, this makes the energy sapping practice of jumping on the pedals whilst out of the saddle obsolete.

Finally, a word of warning to those who persist in riding too high gears, it is a sure fire way to gain knee trouble later, so go out and spin those pedals.

Touring "Shorts"

Do you cycle to work regularly?

Have you evolved a route from home into the city (or wherever work is) that mostly avoids the traffic congested main roads? If the answer is 'yes' to both these questions, how about sending us a description plus a diagram of 'your' route, for publication in future newsletters.

Ex C.T.A. member Nick Payne currently residing in Canberra will be returning to Perth around November/December time BY BICYCLE! Nick will be leaving Canberra in mid-November. Anyone who will be in the Capital around that time and fancies cycling back to Perth with Nick should contact him A.S.A.P. Nick's phone numbers are: 475213(home) and 655397 (work).

Forthcoming Rides not to be missed



Fruit cake enthusiasts are well catered for during the next couple of months with rides to Giddegannup on May 16th and Canning Dam via the Croydon Tea Rooms on June 27th. Both these eating places were rated very highly in Bob Stockman's Fruit Cake review (last Newsletter).

For the masochistic - there is a 40 km. Time Trial on June 20th starting at the Skyline Drive-In, Floreat Park. Course record stands at 1.13.30 to Mark Bettell, set in very windy conditions so a calm day should see this record topple!

Don't forget the Ride-Planning meeting on May 11th. If you have an idea for a ride, work out the details and bring it along. This is your chance to put forward your ideas. Don't be late!

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23" BIKE PEDDLAR Touring Bicycle (Blue)
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52 - 40 T. T.A. Cotterless Chainset
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23" White Touring Frame
Headset and Seat Pin

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Alec Millett: 299 6251

23½" RALEIGH 'GRAND PRIX' Frame
Good Condition; new black respray.

\$50

'Phone Miles Dracup: 383 2864

Also, medium size, well used MSR Helmet: \$12

Roadman Special Cycling Shoes,
Size 8½. \$30. Almost new.
Phone....Romney Phillips 446 7894.

Answer to

Solution to The Fly and the Bicycles.

The fly flew exactly 15 miles. How come? Well, the cyclists rode toward each other over a twenty-mile stretch at a constant speed of ten miles per hour, until their front wheels touched. Clearly, then, they rode for exactly an hour. The fly started to fly back and forth when they started, and flew until they met, at a constant speed of fifteen miles per hour - that is, he flew for one hour at fifteen miles per hour - so he flew fifteen miles. That's all.



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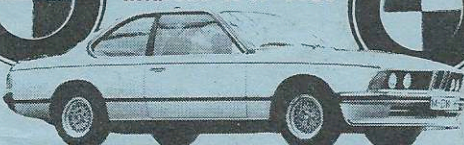


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Matthew King,
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Made in Sweden from high quality materials, the Trangia stove is a complete cooking system suitable for indoor or outdoor use. Its unique design makes it ideal for outdoor use even in the worst weather conditions: it goes faster outside: all other existing stoves go slower.

ALL-WEATHER COMPLETE COOKING SYSTEM

23 cm
(8 5/8")

Complete Unit
Packed For Travel

Handle

Upper Windshield

Large
Saucepan

Brass Burner

Kettle

Lower Windshield

Small
Saucepan

Frypan

Being fueled by Methylated Spirits there is no need for priming — hence faster starting and minimal cleaning/maintenance. Meths on hands cleans them — unlike other fuels which are often unpleasant!

- Assembly is fast and simple. Wilderness travellers have no need to fear parts failures or the lack of spares. Trangia has almost no moving parts.

The Trangia cooking system is extremely stable. Because the main saucepans, or kettle, sit so low inside the stove, it is possible to move to different positions with little risk of spillage. It is impossible (almost) to kick over — great for youth groups!

Being both lightweight and compact, the Trangia stove is a most practical choice for all outdoor recreational uses.

Note: There are four Trangia models, reference numbers 25, 25K (with kettle), 27 and 27K (with kettle).

Model 25K is illustrated
Dimensions: Models 25 & 25K: 23 cm x 11 cm.
Models 27 & 27K: 19 cm x 10 cm.

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DATE	EVENT	KM (approx)	GRADE	TIME	START POINT	LEADER	COMMENT
APR. 18	ARALUEN RIDE	100	H	9.00 am 10.00 am	CNR SAW AVENUE & MAY DRIVE, KINGS PARK (KELMSCOTT RAILWAY STATION)	Ian STANILAND	Morning tea at cafe near Araluen. (Note alternative start point)
APR. 24/ 25/26	YORK LONG WEEKEND (YHA, YORK)	300 TOTAL	H	10.30 am APR. 24	PERTH RAILWAY STATION	John & Jayne CHEYNE	Approx. 100 km Days 1 & 3; Day 2 ride optional. COST: CTA members: Senior \$7; Junior \$5 Non-members: Senior \$10; Junior \$7 BOOKINGS (inc. money) CLOSE 14 APRIL with J Cheyne.
MAY 2	WUNGONG DAM SPECIAL YHA 50TH ANNIVERSARY	100	H	9.00 am 10.00 am	CNR SAW AVENUE & MAY DRIVE, KINGS PARK (KELMSCOTT RAILWAY STATION)	Mark PEACOCK	Ride thru hills to Piesse Brook Youth Hostel- devonshire teas, ethnic foods, fruit stall, etc.
MAY 9 MAY 9	SAFETY & RELIABILITY TRIAL <i>Additional Ride: Opening of Mt Henry Bridge. C.T.A. invited to participate. Wear C.T.A. T-shirt at for T.V. purposes</i>	15 - 20	* *	11.00 AM. 2.00 pm 1.40 PM	HACKET DRIVE, CRAWLEY (Nr Kiosk) <i>Booragoon Shopping Centre</i>	Dale NEILL Romney PHILLIPS Roy TINDALL	Beginner & young cyclists (down to 11 years) will pair off with experienced cyclists. Advice & practical demonstration of safe cycling techniques. Special 'test' course. Good fun & worthwhile cause. FREE ENTRY.
MAY 11	RIDE PLANNING MEETING			7.30 pm	FLOREAT PARK SCHOOL	Dale NEILL	Bring along your ideas for new rides or alterations to existing ride to plan JULY - DECEMBER programme.
MAY 16	GIDGEGANNUP 'ELEVENSES' RIDE	110 70	H H	8.30 am 9.30 am	PERTH RLWY STATION MIDLAND TOWN HALL	Mat KING " "	Repeat of popular, well-established ride. Tea and cake at 'Gidgie'.
MAY 23	LINLEY VALLEY RIDE	80	H	8.30 7.30	MIDLAND TOWN HALL (PERTH RLWY STATION)	Bob STOCKMAN	Morning Tea approx. 10.30 am, Linley Valley. (Note alternative start point)
MAY 30	BIKE WORKSHOP			10.00 am	Bob Stockman's, 15 Loton Avenue, MIDLAND.	Neil PORTEOUS	Experienced bike mechanics - Bob Stockman, Tony Pettit, Ian Staniland, Neil Porteous & Mat King, will show how to carry out repairs etc.
JUNE 5/ 6/7	ALBANY LONG WEEKEND	150	***	8.00am	CAUSEWAY CAR PARK	To be decided	Cost S \$25.00 J \$21.00 (non-members + \$5) Bookings close with Bob Stockman, May 26.

JUNE 13	AERONAUTICAL MUSEUM (DUAL START)	40 15	H *	1.00 pm 2.00 pm	PERTH RLWY STATION ROSSMOYNE HIGH SCHOOL	Mark BETTELL Allan BOOTH	A visit to the museum included.
JUNE 20	40 km TIME TRIAL	40	** to H	2.30 pm	SKYLINE DRIVE IN FLOREAT PARK	Mat KING Liz SEGAL	A measure of individual achievement. Certificates presented to all riders. (Record 1 - 13.30 M Bettell).
JUNE 27	CANNING DAM RIDE	50	***	9.00 am 8.00 am	KELMSCOTT RLWY STATION (PERTH RLWY STATION)	Bob STOCKMAN	Morning Tea at Croydon Tea Rooms (Note alternative starting point)
JULY 4	ROUND THE RIVER RIDE	35	**	1.30pm	FREMANTLE TOWN HALL	John & Jane CHEYNE	Ride from Fremantle to Perth. Ends with coffee in Perth approximately 3.00pm.
JULY 11	PIESSE BROOK WEEKEND	80	***	1.30pm	PERTH RLWY STN	Roy TINDALL	Cost \$ \$3.50 J \$2.00 (non-members \$4.00 & \$2.50). Lights & sleeping sheet essential. Bookings close with Roy Tindall on July 4.
JULY 18	MUNDIJONG RIDE	140	H	8.30am	PERTH RLWY STN	Dave MILLWARD	Riding to Armadale, Mundijong, Rockingham and Fremantle.
JULY 23	MEXICAN RESTAURANT NIGHT			8.00pm	EL GRINGO'S SUBIACO		Bookings to Dale Neill by July 16. Approx. cost \$8.00 BYO.
JULY 25	TOUR OF GUILDFORD	20	*	2.15pm	GUILDFORD P.O.	Dale NEILL	Alternative starts - Perth Rly Stn 1.15pm, Alco Cannington 1.15pm, Karrinyup Shopping Centre 1.00pm.

KEY TO GRADES:

- * 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 - 30 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.

CONTINUED OVER