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

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From The President.

By the time this newsletter reaches you the Kalgoorlie Tour will be well under way. This will be the third Kalgoorlie Tour the CTA has run in the same number of years and has proved to be one of the most popular of the long tours.

The 1983 Tasmanian Tour group met on August 8. The tour will leave on January 10. and return on February 1st '83, with average daily distances of 70-80 km. The group will use a combination of Youth-Hostels, Lodges and Motels together with a two-day stopover at Wayne Lally's farm. Return air-fare plus 21 days accommodation has been costed at \$750 (CTA members) There are six definite nominations at this stage with vacancies for four more people. (experienced riders only). Late nominations will be accepted, however, if you wish to travel on the same flight to and from Launceston you need to pay your air-fare by September 19

Happy Cycling,

Dale Neill.

1 9 8 2

ANNUAL GENERAL MEETING

PLUS Presentation of Trophies, Achievement awards and "Cycle Tourist" of the year award.

SUNDAY, December, 5th 1982

At 1.30 pm

Held in the

KARRINYUP CULTURAL CENTRE

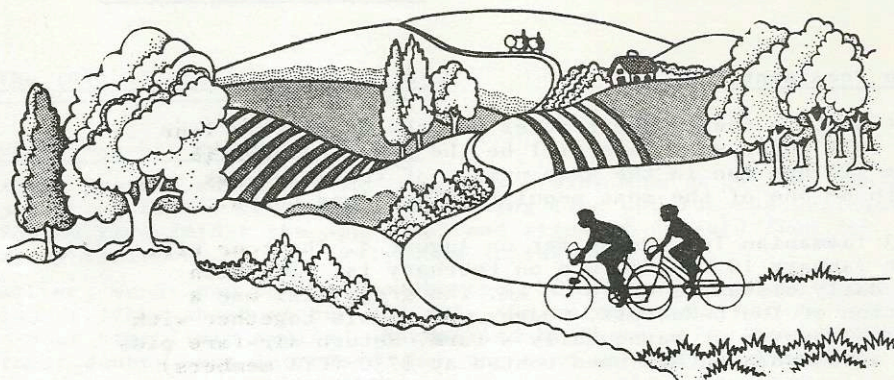
Davenport Street, Karrinyup

A G E N D A

1. Minutes of 1981 Annual General Meeting
2. Reports from the President, Rides Organizer and Treasurer
3. Setting subscription rates for 1983
4. Election of officer bearers 1983
5. General Business

The Meeting will be followed by light refreshments and presentation of Awards.

Memories from a South West Tour 1982



Mid-day at Waroona Railway Station on Monday, 17th May saw the "official" start of the 1982 C.T.A. South West Tour. The five first-time starters posed on the platform, whilst an obliging passer-by risked life and limb on the railway track to record the event for posterity. Steady progress then took us to Bunbury, with no problems except one irate motorist who enquired how we dared inconvenience him by using the highway!

Our departure for Quindalup on Tuesday was slightly delayed by unlucky Alan's first (of only two) punctures. In perfect sunny weather, we breezed along beneath the shade of the ancient Tuart trees taking time to visit Wonnerup House, a lovely old homestead. This fortuitous detour led us on to Busselton, via a nice quiet alternative route along the coast. Finally, we spied the famous Quindalup landmark of the three Norfolk pines and were soon to be found in that other famous spot - the Dunsborough Bakery - savouring vast quantities of cakes and pies!

Another bright day tempted four of us to make a leisurely cycle to Cape Naturaliste, and to locate and explore a veritable Smugglers' Cave, emerging triumphant, if a trifle damp, from its dark recesses of dripping stalagmites and stalactites. Meanwhile, someone had kindly locked the gate of the lighthouse compound in our absence, so to retrieve our bikes, the three "spider-men" scaled the barbed wire, while Sheelagh decided on a more dignified plan of action, and walked the long way round!

Thursday morning dawned, and we sadly farewelled Jeff and Rod as they sped off on their return trip to Mandurah while the remaining three-some re-discovered the joys of uphill pedalling! Lunch and a snooze off the track at the sleepy little timber town of Jarrahdale, and then a little luxury, provided by the Nannup Hotel, in the form of hot baths, vintage ports and an incredible breakfast feast.

A picturesque tree shaded road wound its way through the hills to Pemberton - a really pretty ride, despite the agony and the ecstasy of those hills! A family of emus greeted us as we entered the magnificent Karri Forest and breathed in its refreshing fragrant air, then down a forest track to the cascading waters of the Beedelup Falls. Next day, the first rain of our trip only served to make the forest more green and vibrant, with its bird life abounding.

The Pemberton Hostel itself harboured an international crew, including German Paul, the intrepid Nullabor Cyclist in his faithful thongs and holey socks! Neil once more got into the climbing act and conquered the Gloucester Tree for the third time.

The next two days saw three less-than-healthy cyclists (to put it mildly) - was the team cracking under the strain or were those deadly South West bugs out to get us?! The heavens opened on the Manjimup to Bridgetown stretch but nothing daunted we soared downhill, legs flying and voices raised - perhaps with sodden shoe and socks, but certainly not dampened spirits. Thankfully, Bridgetown's local hostelry provided the best "medicine" which we consumed before a blazing log fire, shared by Jean and Roy Tindall who had just rolled into town.

Tuesday, 25th and a hard climb up through misty valleys to Balingup and thence to Bunbury, with the warming sun once again invigorating our bodies and souls, to complete a great tour.

Thanks to Dale Neill for his initial planning and a BIG thank-you to Neil P., our valiant leader, for his never-failing good humour and sense of fun.

Finally, a few thoughts to ponder on 'til next years tour. Was it merely coincidence that Sheelagh's nose-blow stops were always at the top of steep hills?! What does Alan know that we don't about Donnybrook's night life? Does Neil realise that recent scientific research indicates the Australian Meat Pie can be habit-forming?

Sheelagh Michael

CYCLE TOURIST OF THE YEAR

Previous recipients:

- 1978 - Nicole Harrison
- 1979 - Wayne Lally
- 1980 - Neil Porteous
- 1981 - Mark Bettell

Nominations are being called for the 1982 award. The nominee should have actively contributed to the C.T.A. together with setting the highest standards in terms of safety, touring ability and attitude to fellow-cyclists.

Nominations should be placed in an envelope marked "Cycle Tourist of the Year 1982", C.T.A. (W.A.), Box 174, G.P.O., Wembley 6014. Closing date is November 21st, 1982.

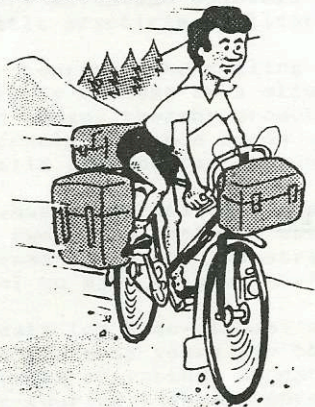
In Praise of the Bicycle

For my thirteenth birthday my parents gave me a Raleigh Lenton Sports bike, with drop handlebars for speed, hub gears and a transfer of Reg Harris' signature on the seat tube, every young man's dream. That bike and I covered many happy miles, it was my introduction to our wonderful past-time of touring. It introduced me to long summer Sundays exploring the English lanes while my friends were confined to the distance they were able to cover on foot, and then

.....And then came seventeen. Shortly followed by a driving licence, cigarettes and the other trappings of 'growing up'. There were a few memorable interludes in this period, mostly provided by an elderly Morgan sports car which had the habit of shedding its flywheel in remote spots which usually involved a long walk home.

Ten years or so later and an expanding girth provided the spur necessary for a visit to a bike shop in Victoria Park from which I left with a new ten speed touring bike of Taiwan origin. How good it felt to be a wheel again and how quickly long neglected techniques came back. That unique feeling of the wind in your face and the feeling of satisfied tiredness after a ride had not changed.

That was ten years ago. The Taiwanese 'water-pipe special' was soon replaced by a more responsive frame courtesy of Renolds 531. The shortness of breath receded with the end of my support of the tobacco companies, which coincided with the return of my full sense of smell and miraculously the expanding girth receded. But these are but few of the benefits I get from cycling.



The wonderful companionship of other cyclists, the interesting places by bike has taken me to, the sense of physical well-being and mental relaxation which comes after a good ride, plus the greater appreciation of the wonders of nature which are viewed, smelt and heard so much better from two wheels, the list is endless.

These are a few of the reasons
I praise the bicycle.

Bob Stockman.

For Sale.

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THE 40K INDIVIDUAL TIME TRIAL.

Not every ride organised by the CTA is a success; some are tried once and forgotten; some get repeated a year later and become quite popular. But occasionally a ride comes along that is destined not only to be repeated year after year but to qualify for the title of "classic".

The 40k Individual Time-trial organised by Matthew King fits this category.

Twenty riders of varying degrees of fitness presented themselves, at one minute intervals, to the time-keeper, ready to tackle the six laps of the hilly City Beach circuit. Not your usual English "clock-busters" billiard-table flat course but a real "test" of against-the-clock riding on roads that made it impossible to establish any sort of rhythm, an essential ingredient in regular time-trialling events.

This type of course (with hardly any flat stretches at all) obviously suits Mark Bettell's style of riding because Mark repeated his performance of last year by not only winning the event but also establishing a new record of 1.11.45. An average speed of nearly 36 kph.

RESULTS

<u>Name</u>	<u>Time</u>	<u>Av. Speed</u>
M. Bettell.	1.11.45	35.79 kph
R. Tindall.	1.12.46	35.47 "
V. Hudson.	1.14.37	34.90 "
P. Ganderton.	1.15.55	34.50 "
D. Neill.	1.20.58	33.06 "
J. King.	1.23.54	32.28 "
A. Willis	1.25.04	31.98 "
D. Braddon.	1.29.45	30.82 "
B. Penton.	1.31.00	30.53 "
C. Richardson.	1.32.13	30.25 "
J. Thompson.	1.34.05	29.83 "
M. Talbot.	1.34.54	29.65 "
W. Vaarzon-Morel.	1.39.04	28.76 "
T. Gore.	1.41.20	28.30 "
C. Pierce.	1.59.13	25.12 "

Did Not Finish.....

R. Phillips.
I. Smith.
W. Thompson.
R. Bowyer.
M. Brant.

A HARANGUE.

One of the definitions of a harangue in my Little Oxford Dictionary is "a vehement address to an assembly". After reading this article you can consider yourself harangued!

The reason prompting this strongly worded missive is my observance of a dangerous and fairly widespread practice among some CTA members, which is the wearing of training shoes and other unsuitable footwear whilst cycling.

Let us get back to basic principles for a moment. The second item of equipment that a cyclist should acquire, (the first being the bicycle itself) should be a good pair of cycling shoes. That is to say, shoes, specifically designed and manufactured for the "sole" (no pun intended) purpose of pedalling a bicycle efficiently and comfortably. Training shoes, sneakers, thongs, tennis-shoes, hug-boots, clogs, slippers, etc. do not come into this category.

There are two main types of cycling shoe commonly available. One type for racing, the other type for touring. Generally speaking, if you practice both disciplines, then you need two pairs of shoes.

The modern racing shoe has developed to such an extent over the last few years that although its design gives the competition cyclist every advantage possible its use outside of the racing sphere has little practical application.

For touring, the cycling shoe needs to meet two main criteria. Firstly it must be a slim fit to facilitate the use of toe-clips and straps thereby promoting an efficient pedalling action and secondly the shoe needs a fairly stiff sole so that the pedal quills are not felt through the leather.

A shoe specifically designed for touring will most likely have one or two extra features such as higher uppers with re-enforcing pieces where the toe-straps make contact, and probably a shallow heel to make walking more comfortable.

Cleats (or shoe-plates) are NOT necessary for touring. In fact not too many years ago they were considered unnecessary for most aspects of racing, except track sprinting. As far as their use goes for touring they are more of a hindrance than an asset.

A tourist has to walk sometimes, even if it is only to the tea-rooms, although a long stretch of gravel or very rough road can lead to a sometimes fairly lengthy route-march. On the other hand a walk round a place of interest means that comfortable footwear is needed. And yet how many times have we witnessed the spectacle of some unlightened person tottering about, like a ruptured ballerina wearing shoes that have not the least practical use outside the Tour-de-France.

Leather-soled cycling shoes can, it is true, slip about inside the pedal-toeclip assembly, depending upon the hardness of the leather. An excellent method of overcoming this problem is to fit a rubber stick-a-sole over the leather sole thereby giving the pedal quills a good surface to grip. Another benefit of this modification is that it has the effect of water-proofing the sole.

To conclude; a word of warning. Knee-troubles have always plagued cyclists since written records were kept and all sorts of reasons and theories causing the problem have been listed. High on that list appears "unsuitable footwear". So be warned. To pedal any distance in shoes that do not keep the feet, legs and knees in the proper alignment can result in sore knees, and to try and walk with an unnatural posture due to wearing shoes not designed to be used for walking in can also put a strain on knees, tendons and other bits and pieces, not to mention the back.

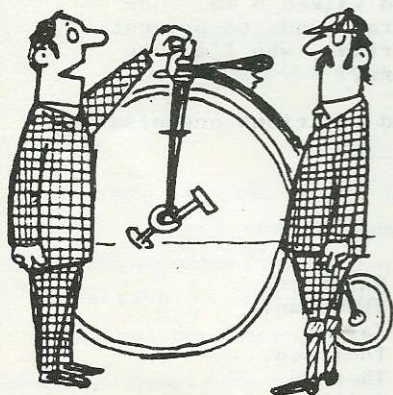
If you haven't done so already have a shop round for a good pair of touring shoes. Perth hasn't the best selection its true but cycling magazines open up a wider range with mail-order facilities. Get the best you can afford. It will be money well spent.

Happy pedalling.....

RIDE PLANNING MEETING

Saturday, October 9th - 3 p.m. at Floreat Park School

If you have suggestions for rides during the December-January-February period you will be most welcome at this informal planning meeting.



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The 1982 100 KM Achievement Ride.

Wendy Metcher Makes it - Just!

Allan Booth's watch was showing 4hrs 57mins when a petite, smooth-peddalling figure crossed the finishing line outside the Guildford Post-Office amidst the applause (and sighs of relief) from the early finishers of the 1982 100km Achievement Ride.

Earlier, Wendy had passed through the check-point with the final lap of 22kms ahead of her and only 50mins remaining before the 5 hour time limit expired, farewelled by quite a few head-shakers. Their doubts were increased when the wind strengthened and it began to rain quite heavily.

With 10mins remaining Wendy was nowhere in sight and with 5mins to go Neil Porteous and myself were preparing speeches of condolence. However, with just 3mins to go Wendy stepped off her bike and joined the select band of riders in the "100km club".

The trio of "Ironmen", Mark Bettell, Dennis Braddon and Martin Bunny set a consistent pace throughout the event and narrowly missed setting a best-ever time for the 100.

The "computer trio", Trevor Gore, Barry Penton and John Quintner relayed up-to-date average speeds, distance covered etc. to the rest of the groups. Personally, I'm waiting for a computer that tells me when my legs are tired!

Four new riders, including ex-racing men Jamie Gord, Ed Saffrey, and Geoff Creighton together with a new bicycle-belle, Colleen Milbourne completed the course with ease and promise to be good tourists.

The hard-luck story of the day goes to young Andrew Kenworthy who cycled 40 km., got lost, punctured and walked 8 km. He then found he had no money and had to borrow funds to prevent starvation. Andrew is a spirited young rider, who I'm sure will be better prepared on his next venture.

Finally, a word of thanks to the quiet and efficient organisation of Allan Booth.

Badge Recipients.....

M. Bettell.	J. Martin.	J. Quintner.
D. Braddon.	W. Metcher.	B. Stockman.
M. Bunny.	C. Milbourne.	M. Talbot.
G. Creighton	D. Neill.	J. Thompson.
J. Dawkins.	M. Peacock.	W. Thopson.
J. Gard.	B. Penton.	I. Smith.
T. Gore.	R. Phillips.	A. Willis.
	N. Porteous.	

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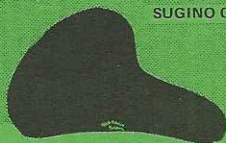
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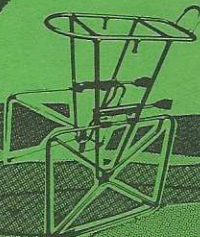
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DATE	EVENT	Km's GRADE	TIME	LEADER	START POINT.	COMMENTS.
Aug. 15	Mundaring Weir YHA Weekend	60 H	10.30 am (Sat.)	Bob Stockman	Stockman & Son, Midland	Sleeping sheets essential. Bring food for Saturday tea and Sunday breakfast. Bookings with fee to Bob Stockman by Aug. 5th. \$4.00 members; \$5.00 non-members; Juniors \$2.50 and \$3.50.
Aug. 21 (Sat.)	ALCOA 200	200 XH	7.30 am	Neil Porteous	Narrogin	Enquiries and bookings to Dale Neill by August 10th.
Aug. 29	Bon Voyage to the Kalgoorlie Tour	70 H	9.00 am	Matthew King	Stockman & Son, Midland	Accompany Kalgoorlie Tour riders as far as Chidlow, then return.
Sept. 5	Mt. Henry Bridge Ride	20 **	9.30 am	J. & J. Cheyne	Booragoon Shopping Centre	Along cycleways all the way to Perth City. Coffee and cakes in Perth.
Sept. 12	Cycle Rally	40 **	2 pm	Doug Matthews	Perry Lakes BBQ area	Good fun reliability trial. Prizes. Entry free to members. 386 6758
Sept. 19	Giddegannup "Elevenuses" Ride	60 H 80	9.30 am 8.30 am	Dennis Braddon	Midland Town Hall Perth Railway Stn.	Tea and refreshments at our favourite watering hole!
Sept. 26	200 Km. Achievement Ride	200 XH	7.30 am	Dale Neill	Trigg Surf Club	12 hr. time limit. Badges awarded to finishers. Entry \$2.00. Organised lunch stop.
Oct. 2/3/4	Northam YHA Long Weekend	300 H	9 am (Sat.)	Ian Hore	Target, Gt. Eastern Highway, Midland	Cost: Snr. \$7.00; Jnr. \$4.00 (non-members \$9.00 and \$6.00. Sleeping sheet essential. Sunday rest day or country tour. BOOK BY SEP 26. TEL 447 8168
Oct. 9	Ride Planning Meeting.		3.00pm	Dale Neill.	Floreata Park School.	Ride Planning for Dec, Jan @ Feb. Anyone with ideas, most welcome.
Oct. 10	Lesmurdie Falls Ride	50 ***	9.30 am	Mark Bettell	Perth Railway Stn.	Bring lunch. No shop at Falls.
Oct. 17	10,000 ft. in 8 hrs.	120 XH	8.30 am	Bob Stockman	Kelmscott Railway Station	Repeat of last year's torture. Only hard riders need apply!
Oct. 24	Kings Park Breakfast Ride	25 *	8.30 am	Allan Booth	Cnr. Saw Ave. and May Drive, Kings Pk.	Leisurely ride through Kings Park followed by BBQ breakfast. Bring own meat.
Nov. 7	Jarrahdale Ride	90 H 70	8.00 am 8.45 am	Dennis Braddon	Causeway Car Park Kelmscott Railway Stn.	Water Bottle essential. Plenty of delis en route, or bring your own.
Nov. 14	President's Breakfast Ride	15 *	8 am	Dale Neill	Kings Park Log	Bookings and details from Dale Neill. Closing date: Nov. 7th
Nov. 21	Churchman's Brook Picnic Ride	80 H 60	9.30 am 10.30 am	Jean Tindall	Cnr. Saw Ave. and May Drive, Kings Park Kelmscott Railway Stn.	Depart Kings Park, meet second group at Kelmscott Railway Stn. then to Churchman's Brook for picnic lunch. Bring own billy!
Nov. 28	Gingin Weekend	200 H	8.30 am (Sat.)	Ian Hore	Guildford Post Office	Cost: Approx. \$6 for on-site caravan or tent. Bookings to Ian Hore by Nov. 18th
Dec. 5	Annual General Meeting.		1.45pm		Karrinyup Cultural Centre.	Elections. Presentations of Awards etc. Light Refreshments to follow.

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 - 25 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.

1982

☐ Public Holidays

JANUARY	FEBRUARY	MARCH	APRIL
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SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
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