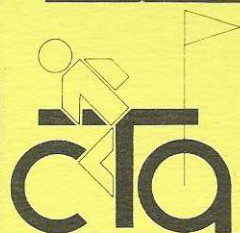
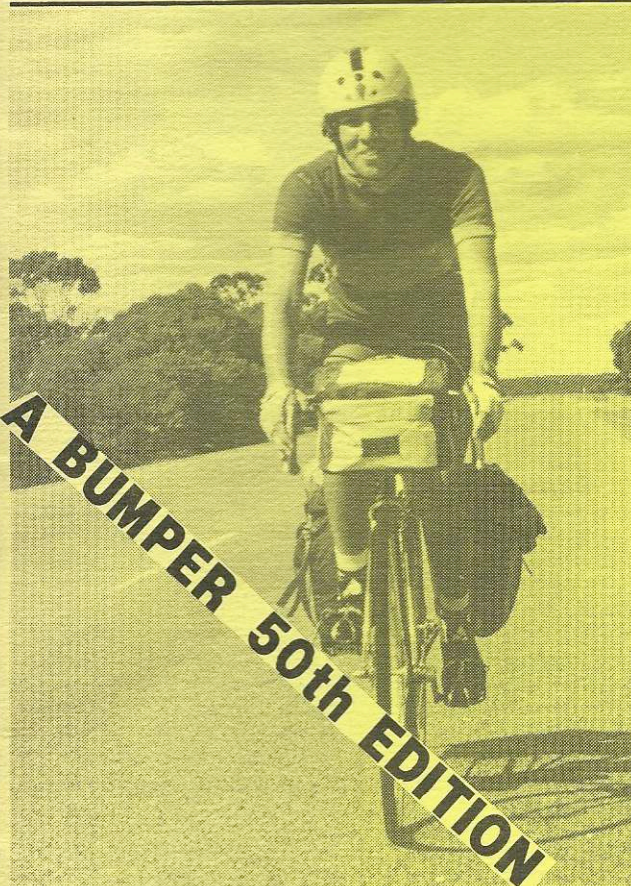


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cycle touring association of w.a.(inc.) NEWSLETTER

PATRON:

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

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protecting the interests of cyclists.

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ANNUAL GENERAL MEETING

SUNDAY DEC 5 1982

Karrinyup Cultural Centre

1-30 pm

An absolute MUST for every CTA member!

Programme includes.....

FREE Refreshments!

Presentation of Awards (200k 10,000 in 8)

Cycle Tourist of The Year Award.

Hard-luck story of the year Award.

And a Raffle of a Bumper Christmas Stocking full of bicycle equipment!!!

Plus.....

Election of Officers for 1983.

Presidents Report.

Rides Organiser and Treasurers Reports.

General Business.

From the President:

PROGRESS AT LAST!

For a good while I have resisted the temptation to comment on the issue of cycle facilities, however I now feel confident to say that some tangible evidence of progress now exists. For example :-

1. From the Main Roads Department - a new policy that re-locates the lane line on four lane roads, 12 inches further from the kerb, granting the cyclist 12 inches more life space.
2. From the Education Department - during October and November 1982 one hundred teachers in ten groups of 10 will attend a two day In-service course on the "Bike-Ed" Kit.
3. From the Department of Youth, Sport and Recreation - a booklet is currently being produced listing ten cycle rides around Perth.
4. From the Department of Local Government - the appointment of a full-time bicycle co-ordinator - Mr. Peter Galton.
5. From the Claremont Town Council - W.A.'s first trial of a bicycle lane.

Unfortunately, there are still a few Government Departments who have failed to come to grips with the reality of problems faced by cyclists. For example, the Metropolitan Transport Trust (Buses and trains) provide fewer facilities for cyclists today than it did three years ago. In this regard the Trust is out of step with other Government Departments and overseas trends.

Overall, yes there is light at the end of the tunnel and hopefully all those involved will change up a gear in 1983.

Happy Cycling,

Dale Neill



RECORD FIELD FOR 200 K

A record field of 20 riders successfully completed the 1982 200km Achievement Ride on Sun, Sept 26.

The group left the Trigg Surf Club in beautiful weather just after 7.30am and after passing through Mullaloo and Joondalup arrived at "The Maze" near Bullsbrook for morning tea. The group then pushed south to Midland for lunch and to witness the start of the Midland Traders cycle race. The pace to this point had been moderate and the group had stuck together.

The pace quickened on the track to Armadale via a zig-zag course and several small groups formed with pacemakers Dennis Braddon and Frank Pierone leading the way and gentlemen cyclists Allan Booth and Merv Girdlestone waiting for the leader.

The route took the riders from Byford to Medina into a stiff headwind, however the final run home up the coast was assisted by the same breeze.

Congratulations to all those who finished. It should be remembered that this event is not a race but a measure of personal achievement. The two most important things to remember are firstly to enjoy oneself and secondly to finish.

Official Finishers:

<u>Name</u>	<u>Time</u>	<u>Name</u>	<u>Time</u>
M.Bettell	8.32	I.Smith	8.57
R.Phillips	8.32	T.Gore	9.06
D.Braddon	8.32	J.Thompson	9.12
F.Pierone	8.37	P.Lemond	9.12
R.Dawkins	8.51	B.Shortman	9.33
D.Neill	8.51	A.Booth	9.33
J.Martin	8.51	N.Porteous	9.33
A.Whitehead	8.56	I.Hore	9.33
P.Cooksey	8.51	M.Talbot	9.33
M.Girdlestone	8.51	B.Thompson	9.51
B.Penton	8.51		

100kms.....

M.Neill
G.Moses
D.Millward

EQUIPMENT SURVEY.The Ricardo 'Elite' Lightweight.

An impressive newcomer to the range of 'off the shelf' lightweight cycles is the Ricardo 'Elite'. It is available in frame sizes, 21", 22", 23" and 25" with a wide choice of colours.

The 21" machine that I inspected was finished in gloss black with the maker's name picked out in white on the tubes and the Ricardo emblem in yellow on the head tube; an attractive looking bicycle.

The frame was made from Champion chrome-moly tubing with cast ends and long lugs with well finished brazing. It had brazed-on cable eyes on the top-tube, bottle-cage lugs and comes complete with bottle and cage. All gear-cable guides were also brazed on.

Completed, the machine weighed $23\frac{1}{2}$ lbs, including reflectors. It had a $39\frac{1}{2}$ " wheelbase with sufficient clearance for a dynamo, and there are eyes on both fork ends for mudguards and carriers.

The hubs were Shimano large-flange, quick-release with Araya 1" alloy rims on which were mounted Pannaracer $1\frac{1}{8}$ " tyres. The plain guage spokes were laced cross three. Using a Uni-glide 14 to 22 teeth cluster driven by a Shimano 600 EX one-key system chainset with 40/52 teeth c/rings the gear ratios graduated from 49" to 100".

MKS aluminium pedals were fitted complete with toe-clips and straps. The seat-pin was an SR fluted, micro-adjusting type supporting an Elina 'Super Pro' saddle. The front fork crown was one of the attractive semi-sloping variety.

The Ricardo 'Elite' looks the type of bicycle that would be ideal for fast touring and also could easily be adapted for racing. It is a worthy entrant into the Indy 'Hawk' and Assie lightweight class.

Bob Stockman.

Front Cover: Romney Phillips
"On the road to Kalgoorlie".

10,000ft in 8hrs

8.30am, Sunday 17th Oct. saw 16 riders assemble for the start of 'the suffering'.

The weather was perfect, warm but with some light cloud cover and a south-westerly breeze to keep the temperature moderate.

The first climbs split the riders into three main groups with John Martin out ahead on his own almost from the 'off'.

Hill-climbing endeavors were suspended from time to time by each group in exchange for the more liesurely pursuits of eating refreshments at the Croydon Tea-rooms. However, once back on the road the pursuit of J.Martin occupied most of the rider's energies.

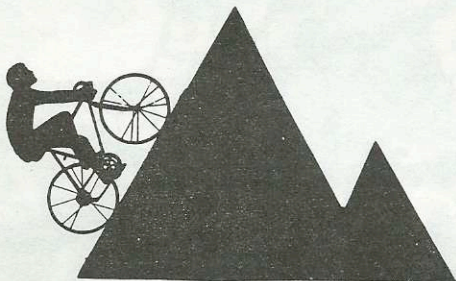
At about half distance the only two retirements occurred leaving, in all, 14 finishers who were unanimous in their opinion of the ride -- Hard but mostly enjoyable!

John Martin's time of 5hrs 10mins brought forth gasps of amazement from the other riders who all completed the course however, well inside the eight hour limit.

Times and finishers.....

Bob Stockman.

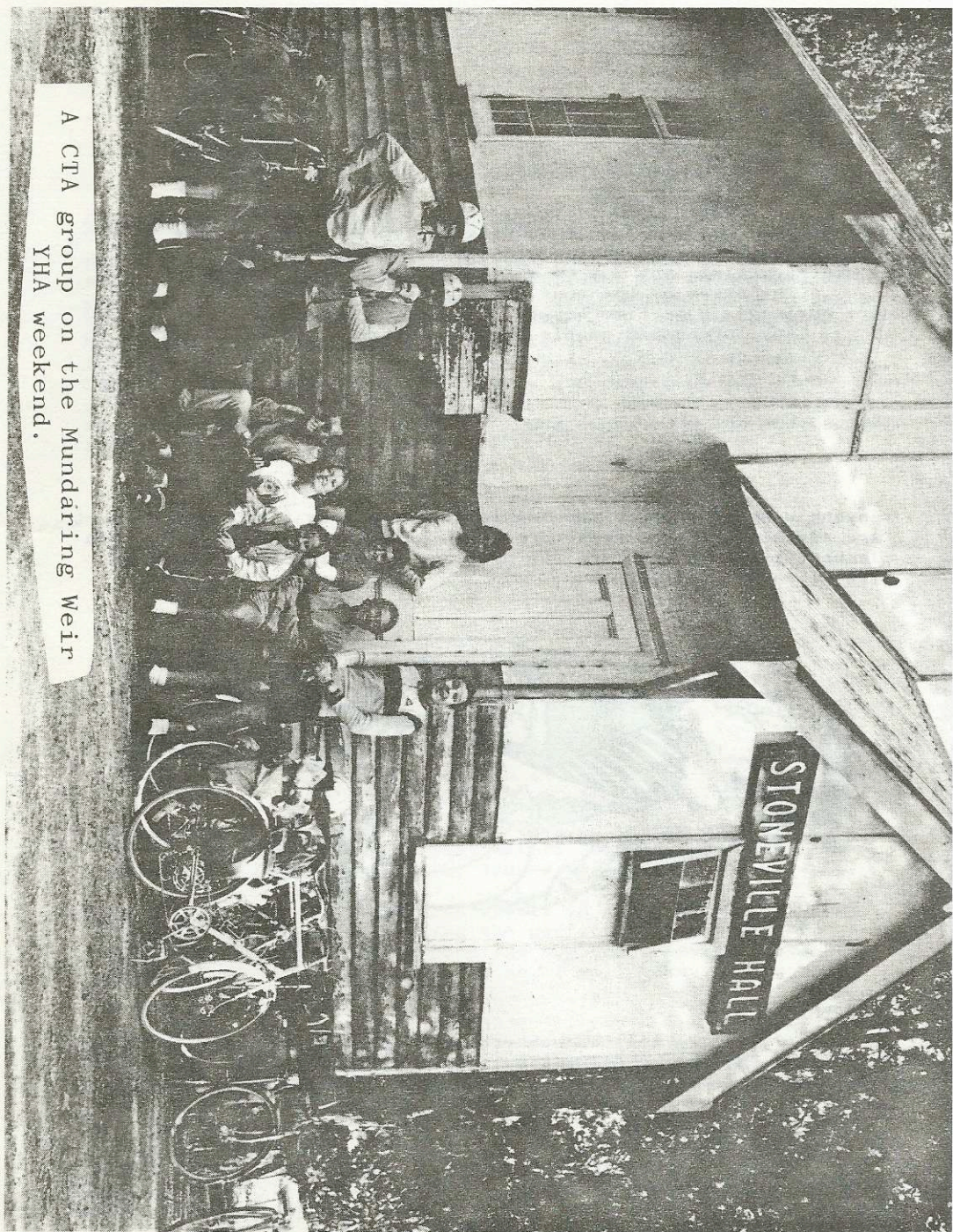
J.Martin.	5.10
D.Braddon.	5.46
M.Girdlestone.	"
P.Cooksey.	"
J.Thompson.	"
R.Phillips.	"
G.Moses.	5.51
P.Lemond.	5.52
A.Whitehead.	5.59
P.More.	"
I.Smith.	6.36
B.Thompson.	"
N.Porteous.	6.39
R.Stockman.	6.39

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or John Bastion 293 2115.

Sheelagh Micheal and Bob Stockman take a well earned rest after ascending Red Hill





A CTA group on the Mundaring Weir
YHA weekend.

Touring Companions Wanted.....

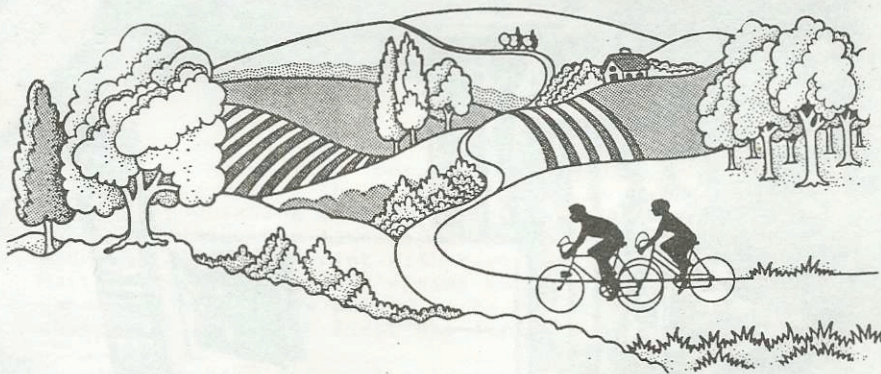


Laura Connell, an ex-CTA member but still an enthusiastic cyclist, is planning a cycling tour of England in 1983 and would like to hear from any other cyclists who may be interested in riding with her.

The dates of the tour are yet to be finalised but Laura envisages some time between May and September.

Any interested people should contact Laura on 341 5179.

Anyone wishing to wave the Tassie Tourists away from Perth Airport are advised that the departure time is 10.45 a.m. on Monday, 10th January 1983 and they are due back at Perth Airport on Tuesday, 1st February at 7.30 p.m.



Going cheap.....

A limited number of CTA t-shirts of the smaller variety. (sizes 8, 10, 12 & 14) are available from Jane Milloy-Cheyne at the ridiculously low price of only \$4!!



Congratulations Mr. and Mrs. Staniland

Carmel Clarke first met Ian Staniland on a Piesse Brook weekend four years ago and on Saturday 4th September Ian and Carmel were married at a quiet family ceremony. This was followed on Sunday 5th September by an informal Wedding Party. Ian and Carmel are best associated with C.T.A. activities by the conduction of the famous Mumberkine rides, where the C.T.A. cycled to Carmel's family farm at Mumberkine via Toodyay and camped on the edge of their lake. Many of the harder C.T.A. riders rank the ride as the toughest on the calendar. Congratulations Ian and Carmel from everyone in the C.T.A.

THE 1982 KALGOORLIE TOUR

by Dennis Braddon
(Unabridged)

Participants: Dennis BRADDON (Tour Leader), Dale NEILL,
Allan BOOTH, Tony WILLIS, Martin BUNNY,
Romney PHILLIPS, Andrew KENWORTHY.

If this tour is to be remembered at all in the future it will be for two reasons, the first being the perfect weather with continuing tail winds and the second the number of spokes which were broken. If you will now bear with me, I will take you on, which for me, was a very memorable trip.

Day 1 - Sunday August 29th: The day dawned clear and sunny and we all converged at Bob Stockman's garage which was the official starting point. Cyclists rolled up in groups, as well as the odd individual. The tourists loaded with their panniers, whilst the day trippers were mounted on bikes that ranged from semi-tourers to high priced light weights. After an anxious wait for one of our new comers, namely Andrew, it was decided that the group would leave so as not to waste any further time and hopefully that he would join us along the way.

The group soon split up with the day trippers all making a sprint up Greenmount Hill, Romney being the first up the hill amongst the tourists. It was with some relief that your Tour Leader spotted young Andrew assembling his bike half way up Greenmount Hill. It appears that his parents had some difficulty in finding the garage and decided to push on but then realised that they had better turn back and in so doing, spotted us, stopped their car, and helped Andrew on his way. The tail enders then reached the top of Greenmount and the entire group then pushed on to Sawyers Valley for tea.

The first mishap of the day, however, occurred when Martin broke a spoke which was soon replaced and he then joined us for tea. Shortly after the group proceeded through to the National Park, where the day trippers decided to head back to town. Amid emotional scenes we said our good-byes with such endearing sayings like "Good-luck you old bastard" and "Hope you all have plenty of punctures". Cycling through off the main roads was indeed a pleasant way to spend the first day and with a slight tail wind we bounced along merrily. Allan and Dale decided to ease the pace and drop back, leaving the rest of us to push through, stopping just past Wundowie for those two to catch up. At this point Tony realised that he had also broken a spoke and unbelievably Martin broke a second one. I say this because at the time his bike was resting against a tree. Anyway out came the tools - the wheels were soon fixed, Dale and Allan caught up and we soon joined the main highway. With rumbling stomachs signalling lunch time, the pace increased and a stop was made at Bakers Hill. A pleasant 40 minutes stop punctuated by conversation and eating, was a welcome interlude. Within minutes after starting off, Dale broke his first spoke. This was soon repaired and we went on our way, turning off at Clackline on the Spencer Brook Road. This is a narrow country road, but very pleasant and safe for cycling and the gang took advantage of the conditions and with the tail wind now rather strong and the sun on our backs, we pushed on. Shortly after a compulsory stop due to Dale having a puncture, good humoured remarks were the order of the day and out came the cameras to record this event. After regaining our cycling rhythm the crew broke up with Tony, Dale and Allan dropping back for a more relaxed ride. The rest pushed on at a fast pace, through slightly undulating terrain with pleasant trees and green countryside dominating the landscape. On the outskirts of Northam, Andrew started to sprint with Martin in close pursuit. However, Martin thinking that the sprint ended at the 60 klm. boundary line eased up, but Andrew pushed on to the actual Northam sign, so that technically the first day sprint went to Andrew.

It was with some difficulty that the advanced group finally located the Northam Youth Hostel and on arrival there, only to find Allan, Dale and Tony already settled in. The weather had now cooled somewhat and a roaring fire in the lounge soon attracted the group. Pam, the warden, made us welcome as we were the first large group that she had seen for some weeks. After being allocated our beds, unpacking was done, the showers were made busy and arrangements for evening supper were made. Some preferred to eat out, whilst the rest prepared their own tucker. Tony made for the pub across the road and we soon discovered as the tour went on that this would be his favourite haunt. As early turn-in soon found the group snoring away to dream of the tour that lay ahead.

Day 2 - Monday August 30th: A sunny day dawned with a light breeze breakfast was consumed in very large quantities and after photographs were taken your Tour Leader, who had gone for a short ride up the road, discovered that his front wheel had developed a puncture. A quick change of inner tubes saw us setting off at 9.20 a.m. with Pam saying that she hoped to see us during the October long weekend. We back-tracked down on the road to Spencers Brook and after 20 mins the first spoke on Martin's bike broke - in quick succession two more broke, working out at 1 spoke for every 6 kls. We realised that this was now a problem and at Dale's suggestion, Martin and Andrew swapped rear wheels - clusters were soon removed and very quickly we moved off to York, arriving about 11.30 a.m. on a beautiful sunny morning. Martin then managed, after much difficulty, to get hold of one of his mates who arranged to bring up spare spokes to our stopping place at Quairading. Lunch was had in York next to the river and shortly after 1 pm we pushed through with the weather now slightly overcast and the wind changing slightly, to our front. The long climb out of York found Dale and Allan dropping behind. The main group then decided to wait for these two and after some anxious moments we stopped a car and two old ladies confirmed that they were not far behind. They arrived shortly afterwards with Dale telling us that he had broken another spoke and they decided to carry on. It was soon after this that he broke a second spoke and it was then decided that the prudent thing to do would be to now repair the wheel. This was done and once again after a few kilometres the group broke up again, with a rather fast pace being held for about 15 kls. Andrew had in the meantime, pushed on ahead and in trying to catch him, Tony and Dennis put on further pressure. On realising this, Andrew tried to further sprint but only succeeded in breaking a spoke, which technically had to be marked against Martin, as this was his wheel - by this time, Martin had developed a fast action and the spoke was replaced in record time. On the outskirts of Quairading the usual sprint eventuated and Dale, knowing exactly where to finish, rode a well judged sprint to pip Martin with the rest coming up behind. The booking in at the hotel was completed without much fuss, with some of the rooms having the luxury of an en-suite bathroom. Soon everybody was enjoying hot showers and relaxed watching a bit of T.V. with the exception of 'You Know Who' who had already made his way to the adjoining pub. It was seven very hungry cyclists who sat down to their evening dinner which was enjoyable and filling.

Just before the end of dinner Martin's mate turned up with the extra spokes much to the relief of us all. He was then entertained by Martin and the rest of us sat down to watch more T.V. Romney complained of a cold and after giving him a tablet he went to bed with the rest of the gang following shortly afterwards.

Day 3 - Tuesday August 31st: A slightly overcast day with a slight threat of rain which in the end did not materialise. Martin had got up earlier and re-spoked the entire driving side of his rear wheel. It was with confidence that we then left with a strong rail wind once again. The scenery had now changed to a treeless plain with miles of cultivated land looking like a

green sea. Our bouyancy was soon interrupted by a flat wheel on Tony's bike. A few decided to press on at a slow pace and after changing tubes, the rear group put their heads down and sprinted to catch up with those in front. Kwolyn was reached in time for tea. For those of you who have been on this tour in the past, the hotel was owned by a young Aussie couple and the old lady who was the mother of the son. How refreshing to find on arrival at this watering hole that the pub now belonged to a Canadian couple who with the help of some friends, had restored it to its original splendour. Tea was served in record time and after an exchange of pleasant conversation with Glen's wife, a few photographs, we pressed on to Bruce Rock. This sleepy wheat belt town was reached at 1 pm and the lunch hour traffic of one car was more than we could handle. Lunch was eaten on the side walk and we left for Merredin at 2 pm. Once again Martin had a spoke problem and the general pattern now was for the weaker riders to carry on slowly with the rest catching up afterwards. After once again catching up to the front riders, we proceeded pleasantly with Tony starting the sprint outside of Merredin with Martin and Dale in hot pursuit. Martin won strongly with Dale second, followed by your Tour Leader. The Commercial Hotel was a great disappointment with the beds designed to break a strong man's back. Dinner that night was a rip-off as we found that it was insufficient to feed the likes of us. Romney still had his cold and after a bit of T.V. watching we all went to bed.

Day 4 - Wednesday September 1st: First day of spring, a bright sunny day, strong westerly winds. Some of us stocked up with food and a few photos were taken. We left at 9 a.m. Within one hour the first spoke of the day broke. This was fixed in record time and morning tea was had at Burracoppin. A pleasant ride from there with no mishaps where lunch was had at Bodallin, a pleasant one hours rest with the group making use of the swings and benches to while away the time. From then on the ride became easier as the day wore on. Only to have Tony develop a flat wheel just before arriving at Moorine Rock. Afternoon tea was enjoyed there and the last 22 klms to Southern Cross was now done at a more constant pace, with the group sticking together. At the outskirts of Southern Cross your Tour Leader made his break hoping to win at least one sprint but alas was outdone by the likes of Martin who came thundering past like a raging bull with Dale sticking to his wheel as though he was connected to Martin's bike by some magical cord. The sprint there once again going to Martin. If the Commercial Hotel at Merredin was a disappointment, the Southern Cross Hotel was refreshingly pleasant. The owners had taken on new partners who were bending over backwards to improve the image of the hotel and consequently everything we asked for was granted.

Breakfast was arranged the following morning for 6.30 a.m. which was refused last year and beds were supplied together with electric blankets, which were most welcome. We decided to have supper at the hotel that night which was certainly a vast improvement from the previous night. We had in the meantime bought bread and provisions for the long ride the following day. Half an hour was spent preparing sandwiches. After supper we watched video movies with some turning in shortly after, whilst the more hardy decided to sit through a second movie.

Day 5 - Thursday September 2nd: A quick whip around to all the rooms by your Tour Leader to ensure that everybody was awake and up for breakfast was done at 6 a.m. Bags were packed, bikes collected from their lock up cage, bottles filled and breakfast at 6.30 a.m. sharp. Here again, we had lashings of toast and we all ate until the food started coming out of our ears. The day was sunny but rather cold with tail winds once again. We breezed along with the decision ~~taken~~ to change around in front every 15 minutes and in this manner our first stop was reached in good time, namely Yellowdine, truly the backside of Western Australia Grubbier than last year - if that is at all possible - we did not linger too long and were soon headed East where we found now that after enjoying four days of lush green landscape scenery, it started to change to mostly scrub and very small trees. We realised that to keep to our schedule the minimum of stops was essential and consequently a steady pace was maintained and any sign of a break away was very quickly nipped in the bud. In this manner the morning passed very quickly and the sight of the now familiar radio mast in the distance signalled our lunch time break, and the hungry group pushed on. Andrew showed signs of tiredness about 5 klm from the actual stop and was told to stay behind and hang in there. However, this did not deter him from breaking into a sprint when he saw Martin dash out about 200 metres before the radio mast, the rest of the group having decided to conserve their energy and arriving at the stopping place only to find young Andrew putting on a show of BMX riding at its worst, namely by falling over when he decided to ride on the soft sand. Food was soon out of bags, the pipe line was bedecked with the now heavier clothing and seven hungry jaws were soon filled to capacity, with not much room for conversation. Photographs were taken and shortly before departing Martin realised that the 'ping' he had heard earlier, was not the sound of a cash register, but indeed another spoke. Significantly, the only spokes which were now giving trouble were the ones on the non-driving side which had not been replaced on the second day. After a pleasant 15 minutes with Martin fixing the spoke, the rubbish being buried, we headed for Coolgardie to the sound of pleasant belching amongst the group. Steady riding soon made the afternoon pass and a five minute break in a parking bay was welcomed by us all. Within seconds after starting off again, Andrew in his wisdom, looked down to see what gear he was riding in and collided into the back pannier of your Tour Leader, snapping the frail flag stick which caused more concern than his bleeding wounds. A quick bit of medication by Dale and Dennis soon had Andrew on his way with the rest of us. Just before arriving at Bulla-Bulling for afternoon tea, Tony developed a flat rear wheel and Martin broke yet another spoke. At the rest stop the spoke was repaired and Tony, who had earlier on decided to merely keep the tube inflated by constant pumping, realised that this was a time wasting effort and therefore swapped tubes which ended in us having a 15 minute break. Once more on the road and 10 klm. before Coolgardie, the pace quickened as though we were sensing the end of a rather long day. Needless to say, Martin won the sprint from Dale and we arrived at the Youth Hostel at 4.30 p.m. exactly.

The warden not being there and not knowing how to operate the gas for the shower, most of the group ended up having cold showers to the sounds of much cursing. The evening meal consisted mainly of soggy chips and fish, after which an early night was had by most. Tony, who was pushing through the following day to Norsman, was not impressed with our raucous laughter which echoed through the dormitory and vowed to wake us all up early the following morning.

Day 6 - Friday September 3rd: An early morning sun filtered through the dormitory window lighting up the room in a blaze of light yellow and soft reds. Through our hazy sleep, one could hear Tony preparing for his long ride and whether he thought discretion was the better part of valour by not taking on six cyclists, we will never know, for he was as quiet as a church mouse. A quick firm hand-shake and a 'socket it to them in Hay Street for me' saw Tony melt into the dawn. The luxury of sleeping in until 8 a.m. was sheer joy.

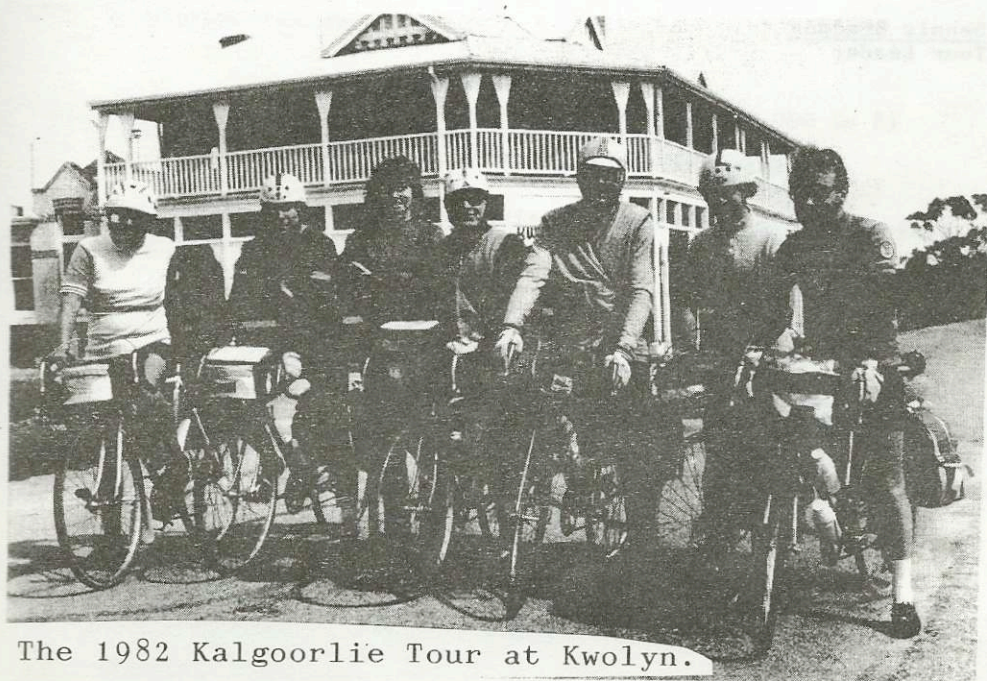
A quick trip down to the shops to stock up for the extra day saw us hastening back to prepare breakfast and shortly after a vote was taken to put on walking shoes and do a tour of this historical town. This was most enjoyable and a trip back to the hostel for lunch with a lazy afternoon for some. Marti, together with the help of Allan, decided to assist the warden, a rather slightly built lady by the name of Mary, by fixing all the beds and repairing and replacing some bolts and nuts at their own expense. This was greatly appreciated, not only by Mary but by the CTA as well, as an exercise in public relations. Supper was done individually as opposed to the Coolgardie stew, there being no lady riders in the group. The evening was spent pleasantly playing scrabble, chatting to a family of Poms - and another young Pom who looked like the working man's Anthony Andrews of Brideshead fame.

Bedtime was early for some and soon a quiet hush descended over the dormitories:

Day 7 - Saturday September 4th: At the risk of sounding repetitive dawn broke on a beautiful sunny day - an early rise to pack and have breakfast soon had the group as busy as bees. After a good breakfast we split up to do chores in the hostel and assembled at the front of this rather historical building for group photograph. We left at 9.30 a.m. and after a slight deviation led by Dale, to Bayley's mine, we proceeded to Kalgoorlie into the first head wind of the week. A few dark clouds with spitting rain for about 10 seconds, soon dispersed. The road itself being in a shocking condition resulted in a bumpy ride but the group stayed together. At the outskirts your Tour Leader who was riding in the centre of the bunch veered away, put his head down and Dale followed close behind. Martin, who was leading the bunch whipped up close behind but on reaching the 60 klm sign your Tour leader finally realised that this was his moment of glory and he through up his arms in salute. However, this must have been a put up job as I am sure the two riders behind me could have passed without any problem. Be that as it may, it was the end of a successful ride. The town itself was extremely busy as this was the day of the annual horse races. Lunch was held on a bench in the centre of the town with a quick ride to the Railway Station for photographs, and the final booking into the hotel was done. This hotel - namely the Railway Hotel - must be avoided at all costs in the future, as the service is shocking and the beds are a Chiropractor's dream. After much

dithering, we were shown to our rooms where we freshened up and decided that the best way to spend the rest of the afternoon was to watch the first semi-final, which we saw in full. That evening we ate out then ambled back. Some of us watched TV whilst others played scrabble. We all turned into bed that night about 11.30 to a not very good night's sleep.

Day 8 - Sunday September 5th: After what seemed like hours which indeed it was, we finally had breakfast served - most of us getting cold bacon and eggs, which did nothing to raise our spirits. However, there is no point in dwelling on this subject and it was decided to leave for a short tour of Boulder led by Martin Bunny who, unbeknown to us, knew the town very well. A pleasant two hours touring the old mine dumps on a dusty road was spent, with a cold wind driving through us. The old mine itself which is still worked was very interesting together with a movie, which ended a very pleasant morning, for which we thank Martin. On the way back to the hotel a rail crossing, well concealed in the road, caused Romney to have a nasty spill. However, as he is a soldier, he dragged his broken arm back onto his bike and we headed back to the hotel for quick medication. No, dear readers, there were no broken bones, only minor bruising. Lunch was had in town and we then went to the station to have our bikes booked in for the trip home the following day. This was done with the minimum of fuss and plenty of courtesy and as leader of the group I took it upon myself, on behalf of the C.T.A. - to write a letter of thanks to the Station Master. We left shortly after 2.30 pm and a very pleasant journey on the Prospector was, I am sure, enjoyed by all. A lot of jokes and good natured rivalry was the order of the day and the evening meal on the train was delicious.



The 1982 Kalgoorlie Tour at Kwolyn.

Your Tour Leader, on requesting a brief comment from each rider, came up with the following remarks:

1. Easiest tour so far, with highlights being breakfast at the Railway Hotel and Hay Street tour.
2. Very enjoyable - give the Railway Hotel a miss next time. Book stronger tail winds for next trip.
3. Great scenery for the first three days - good companionship - worthwhile experience.
4. Great - fit for a soldier.
5. A lot of fun with a great bunch of people.

To sum up, I would like to thank the entire group for their wonderful co-operation and by making this tour a very easy one. Also for your trust in me as a Tour Leader which I value dearly. If we learnt at all on this tour, it is that it is essential for any rider to have his bike in tip top condition and I am sure that some of us now realise the value of having good wheels and tyres to rely on. I feel certain that future tours will see a vast improvement in equipment. A very comforting thought too is that with the exception of one cyclist, we all had helmets, which took a lot of pressure off me, as Leader, in the case of a serious accident which happily never happened.

Once again thank you all and I look forward to many more tours with the C.T.A. either in the capacity of Tour Leader or just one of the boys.

Dennis Braddon
Tour Leader

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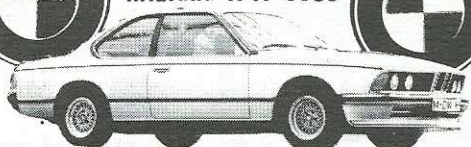


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YOUR CTA COMMITTEE.

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Matthew King.

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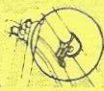
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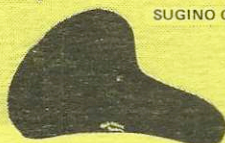
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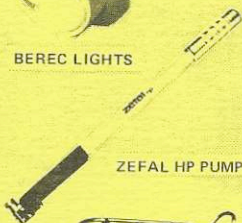
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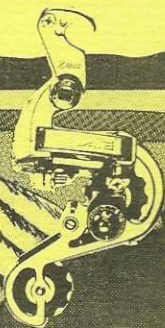
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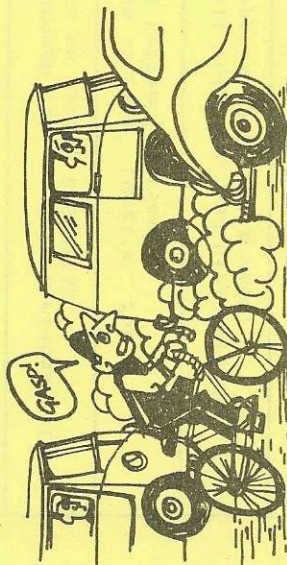


DATE	EVENT	K'ns GRADE	TIME	LEADER	START POINT	COMMENTS
Nov. 14	President's Breakfast Ride	15 *	8am	Dale Neill	Kings Park Log	Bookings and details From Dale Neill Closing Date: Nov.7th
Nov.21	Churchman's Brook Picnic Ride.	80 H 60	9.30am 10.30am	Jean Tindall	Corner Saw Ave. and May Drive, Kings Park. 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	8.30am (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		1.30pm		Karrinyup Cultural Centre	Elections. Presentations of Awards etc.
Dec.12	Cycleways Ride	10 *	9am	Neil Porteous	South end of Mount Henry Bridge	Pleasant ride, suitable for beginners without travelling on roads.
Dec.19	City Lights Ride	10 *	7pm	Mark Bettell	Kings Park Log	Easy ride through city to veiw Christmas lights. Lights on cycles ESSENTIAL.
Jan. 9	Bon-Voyage to the Tassie Tourists	25 **	9am 9am	Neil Porteous Dale Neill	East end Riverton Bridge City beach surf-club	Rendezvous at Papa Luigi's for Farewell Coffee (10.15am)
Jan.16	Surf-Cat Ride	10 *	9.15am 9.15am	Mark Bettell	Kings Park Log East end Canning Bridge	Cycle to Mill Point Rd. And hire Surf-Cat. Approx \$3.50 per person.
Jan.23	Beach Ride and Swim	30 ***	7.30am	Romney Phillips	Perry Lakes BBQ area	Bring Bathers. Alternative route includes Reabold Hill.
Jan.30	Perry Lakes Breakfast Ride	15 *	7.30am	Mark Peacock	Perry Lakes BBQ area	Easy ride followed by BBQ breakfast Bring own food.
Feb. 6	Army Museum Ride	10 *	2.30pm	Dave Millward	Kings Park Log	Visit Army Museum, housed in one of Perth's old Colonial style residences
Feb.13	Piesse Brook YHA Weekend	70 H	3pm (Sat)	Bob Stockman	Stockman & Son Midland	Bookings close Feb 3rd. Bring Bathers, sleeping sheet. Members \$4 (Jnrs \$2)
Feb.20	Araluen Picnic Ride	80 H	8.30am 10am	Roy & Jean Tindall	Perth Railway Station Kelmscott Railway Stn.	Bring Picnic Lunch and Bathers.
Feb.27	Moonlight Ride	50 ***	3.00 A.M	Matthew King	Karrinyup Shopping Cntr.	Lights essential. Breakfast at "Fast Eddies" at approx.7am Cost \$3-\$5
March 5th 6th & 7th	Yunderup Long w/end	3x100 H	7.30am 8am	John Martin	9, Whittle Pl. Os. Pk. 11, Hermes St. Riverton	Limited to 10 CTA members. Bookings & money to John Martin by FEB.20 Tel.349 2310. Bring S/bag cutlery,bathers and food. Cost Snrs \$12. Jnrs \$8

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.



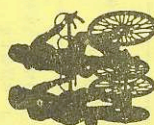
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C.T.A. MEMBERSHIP OFFERS :

- * Day Rides (10 km - 200 km)
- * Weekend Trips
- * Youth Hostelling
- * Cycle Camping
- * Achievement Rides
- * Social Events
- * Long Tours
- * Interstate Tours
- * Overseas Tours



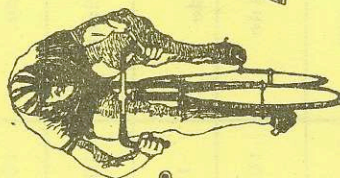
C.T.A. SERVICES

- * Insurance Scheme
- * Free Legal Advice
- * Bi-Monthly Newsletter
- * Advice on Bicycle Purchase
- * Advice on Bicycle Maintenance
- * Experienced Tour Leaders

FOR FURTHER INFORMATION CONTACT :

D. Neill	447 8168
B. Stockman	274 4779
J. Cheyne	339 6897
R. Tindall	349 1224
D. Millward	385 8371
M. King	322 4288

**I WISH
I HAD
MORE
ENERGY...**



**...OR
LESS
AMBITION.**