

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

PATRON : The Hon. R.J. O'Connor
Leader of the Opposition

Oct/Nov 1983
Issue No.55

tour notes

10,000 FEET IN EIGHT HOURS

The weather was good despite the earlier date this year, however numbers were down on last year. Out of the twelve starters there were only eight who finished the course. It appears that we need more events that require map reading as most of the riders became lost at least once. Congratulations must go to Peter Cooksey who is the only person to have participated the three times this ride has been held, and this year was also the fastest time with John Martin, in 4 hours 43 minutes.

Those participating and completing the course were;

P. Cooksey	J. Martin	K. Bunney
F. Neall	T. Gore	P. Lamond
R. Stockman	V. Singleton	

Those who retired were;

J. Armstrong	I. Staniland
O. Henderson	G. Dwyer

SATURDAY FAMILY RIDES

Both the Saturday family rides were enjoyed by those who took part despite reasonably strong winds on each ride. The Churchlands ride was well supported by six family groups, but at the City ride there were only two families.

I would like to thank those members who brought their families along and hope to see more of family groups at our regular rides.

John Martin

200KM ACHIEVEMENT RIDE

Aileen Martin

At 7.20am on 14th August, one of the coldest August days on record, 21 riders mounted their bikes at Guildford to try out the new course for the 200km achievement ride. With a tailwind, good time was made to the first stop at Bullsbrook. From there the course was through the scenic Chittering valley to Bindoon and it was along here that the group split up. Our support vehicle had gone ahead to the top of Bindoon hill, and a very welcome hot drink was available to those who stopped. Turning towards Toodyay many riders found this section trying and, I am sure, cheered the sign which read 'Toodyay 12km'. After the Toodyay stop we turned for home and the diminishing mile-post readings lent new energy to our tired legs. A terrific sight was the 'STEEP DESCENT' sign at the top of Red Hill; we pounded down and then seemed to roll into Guildford to the finish.

Thanks go to Matt and Julie who kept with us in the support vehicle, and to the leaders, Dave Millward and John Martin, who stayed with the back bunch all day and lent their support to all in need.

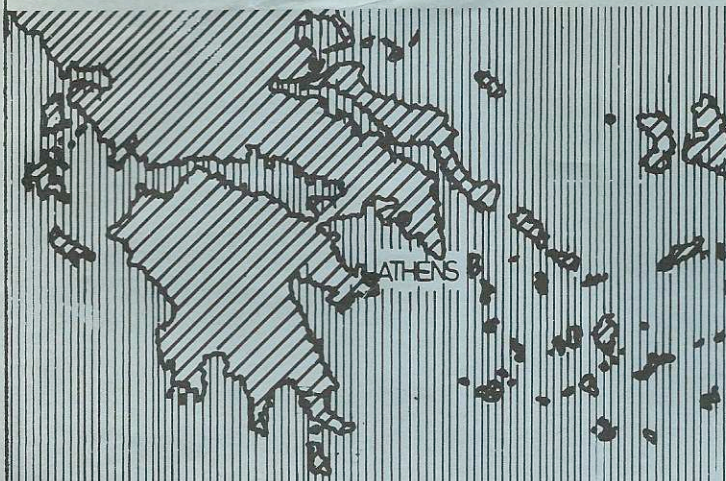
Congratulations to the 17 riders who finished, especially Fiona who completed the course in 9 hours 4 minutes - 5 minutes ahead of anyone else, and also to Rene, the most senior rider to compete. Held mainly on quiet scenic roads, I thought it was an excellent course. If you had asked me 6 months ago to ride 200km I would have refused, and so for me it was a real achievement ride. Riders who earned a badge were:

S. BOOTH	D. MILLWARD
R. BOWYER	G. MOSES
D. BRADDON	F. NEALL
S. FULLER	P. NEWMAN
M. GIRDLESTONE	N. PORTEOUS
I. HORE	P. SMEETS
A. MARTIN	R. SMEETS
J. MARTIN	I. SMITH
	M. TALBOT

MURPHY'S LAWS FOR CYCLING

- No matter which way you ride, it is up hill and against the wind.
- If every thing is working well you have obviously overlooked something.
- The tyre is only flat at the bottom.
- When eliminating unnecessary equipment before a trip, the first thing you decide not to take will be the first thing you need.
- If anything can go wrong, it will go wrong in the worst possible place, at the worst possible time, in the worst possible weather.

THREE WEEKS IN GREECE or HOW TO TRAIN FOR GREENMOUNT



Are you a mountain freak? Do you like warm weather? Do you want to "get away from it all" and have a really unusual bike tour? In that case, maybe Greece is the place for your next bike holiday.

The Route

We spent three weeks in May cycling 1000km, and any number of metres in altitude in an area north of Athens. It turned out to be one of the best bike tours we have ever done. Our route took us from Athens (avoiding the city completely) to the southern tip of Evia - a 300km long island on the east coast of Greece, connected to the mainland at its middle point by a bridge - then up the island to the north end and back to the mainland at Glyfa.

After a couple of rest days in a tiny village near Glyfa, called Achillion, we continued around the Gulf of Volos to the Pilion peninsula, which is reputed to be one of the loveliest parts of Greece - also the most mountainous! From the southern tip of the Pilion we returned first to Evia then to the mainland and spent another few days in Achillion before heading back towards Athens via the beautifully flat fertile plain north-west of Thebe. As we had some days "left" we did a side trip to the islands of Salamis and Aegina in the Gulf of Aegina, south-west of Athens. We came back to Pireus, and the airport, the evening before our scheduled departure.

Our daily distance ranged from 30 to 100km and averaged 75km for 12 riding days, excluding side trips on rest days. It was a relaxed pace, with long breaks in the midday heat and very slow climbs. We overnighted mostly on the outskirts of towns or villages, to ride or walk into the local "taverna" for tea. Wild camping is officially not allowed, but widely done and accepted in Greece. We avoided downtown Athens completely - it is terribly polluted, and our ride from Pireus to the airport on the last night was hellish enough.

Country and Landscape

As already mentioned, Greece is a country for mountain freaks. It is almost never flat, and in places a really hard climb. On Evia, for example, we had a 600m climb the first day, a 500m climb the second and a few hundred metres on the third day, plus any amount of "casual" ups and downs in between. Our highest climbing feat was 1200m from sea-level in Volos to Chania 20km further on, which we covered in four hours after having already pedalled 80km that day. Mid-April to early June and September to early October have the year's best cycling weather (we had daily highs of 25-32 degrees and cool but not cold nights), and as it is not the high season, the country isn't overrun with tourists. There aren't too many cycle tourists around either: we met two German girls on 35lb. bikes carrying each about 80lbs. of gear (including two flower pots!!!), and a German-English couple on a trip from Israel to England.

The roads range from average to very good, and there is little traffic except around Athens and larger cities. We even rode on a bit of freeway - there was no alternate road - and enjoyed the excellently surfaced wide shoulder. Our only challenge, as far as roads go, was the 35km to the southern tip of the Pilion peninsula, marked on our maps only as a trail and passable for donkeys or four-wheel drives....and bikes, as we proved: it took us 8 hours, with walking up and down most inclines (our brake pads were wearing fast!). That day was, in a sense, the highlight of our trip.

We found people everywhere welcoming and friendly, and always curious, sometimes disbelieving, about our means of transport. They were thrilled at any attempt we made to speak Greek, and became even friendlier then, especially in restaurants. In most places one does get along with English, but a phrase book is a great help.

Equipment

A few words about gear, and gears, for the technically minded. A light-weight, "in-shape" bike is, of course, first on the list. It should be geared for the terrain: I had 18 gears ranging from 29 to 100 inches, Dieter had 12 between 33 and 108. We both carried back panniers and a handlebar bag, plus tent and sleeping bags, for a total load of about 20kgs each, excluding bikes. Our only mistake was our choice of brakepads, which were too soft and wore out at an incredible rate with downhill riding. We rode on Mavic thin rims and had no problems, although we found that my Wolber Rally tires weathered the 35km of dirt roads better than Dieter's fold-up Michelins. We carried the normal assortment of tools and spares, but we had no mechanical breakdowns (only two punctures), and we were amazed at how many bike shops we saw.

Clothing is as for the Australian summer, but it can rain here, so a cape is recommended (it rained twice, at night). We rode in bike shorts and cycling shoes, and had a pair of jeans and a long-sleeved sweatshirt for the evening.



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Cooking gear is not essential, as one can eat cheaply and well everywhere, but it is nice for morning tea and for the odd times when camping in the wild. On such occasions, noodles and melted feta cheese was our staple home meal. A five-litre folding water tank is a nice extra: it's enough for two people to have a "shower" (with a cup)!

Costs

Once you've paid for the flights, a bike holiday in Greece is quite cheap. Small hotels or boarding houses cost \$12-15, and our most expensive meal cost about \$14 for two. We took a lot of ferries, with prices between 30c for a ten-minute ride to \$4 for two hours. Little souvenirs are inexpensive, and you can't carry that much on a bike anyway. Our three weeks, with eating out almost every night, two hotel nights and not too much penny-pinching, cost us about \$200 each.

Is that for you? It sure was for us! It was the "perfect" tour: people, weather, landscape, distance covered - even the mountains were fun! Try it - let us know, we'll do our best to come along.

Nicole Cyr, Dieter Gentz



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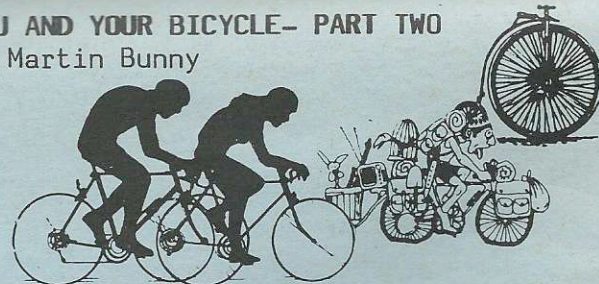
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And by the way, each and every one of our advertisers is a keen cyclist. So you can make your purchase, or place an order and have a little yarn about the mutual interest of cycle touring.

YOU AND YOUR BICYCLE- PART TWO

By Martin Bunny



4.0 CENTRE BRACKET HEIGHT

In touring, commuting or racing you do not want the pedal to hit the road surface when pedalling around corners! Two factors affect the possibility of grounding the pedal on the corner;

- length of crank arm - most commercial cycles have 165mm long crank arms on 585mm frames and smaller, and 170mm on frames taller than 585mm. Cyclists of 1.8 meters and taller should be looking for crank arms of 172.5 to 175mm. Bicycling Magazine in one article suggests that the crank length should be about 18.5% of leg length.

- "centre bracket drop"- the vertical distance down the centre of the crank axle from a string line between the front and rear axles. Usual centre bracket drops for custom built frames are;

- up to 45mm for track bikes on steep bank velodromes
- up to 60mm for criterium bikes
- up to 70mm for road racing bikes
- up to 80mm for touring and commuting bikes

An easier check is to measure the distance from the underside of the pedal to the ground when the cycle is held upright on level ground. A clearance of greater than 100mm is excellent for people thinking about racing as well as touring. If it is 85mm or less then watch pedalling around the corners.

5.0 EQUIPMENT FITTED TO YOUR CYCLE

There have been many improvement over the last 10 years in the design of cycle components, metals and alloys. You should take advantage of these improvements, within your price range. However be aware that there is little point in paying premium prices for top Japanese Shimano Dura-Ace, Sun Tour Superbe or top European Campagnola, Zeus, Galli names on juveniles' bikes. The more readily available Shimano 600EX, or Sun Tour VX or VGT series equipment is light enough, excellent value for money and replacement parts are always available.

5.1 ESSENTIAL "QUALITY" ITEMS.

5.1.1 Cranks.

In this day and age there is absolutely no point in buying cottered steel cranks; the cost saving over cotterless cranks is minimal, whilst serious damage can be caused in removing cotter pins with a hammer apart from the continual cost of cotter pins and the annoyance of sloppy cranks.

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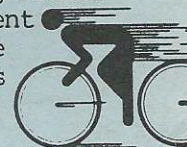
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Having specified cotterless cranks as essential it is recommended having replaceable chain rings bolted to the crank arms. The most commonly used chain rings on dual chain sets are the 5 bolt type similar to the Shimano 600 series.

The dedicated tourist planning extended rides in hilly country with heavy packs will be looking for triple chain rings with a small inner ring. Stronglight and T.A. are the most common triple sets.

5.1.2 TYRES AND TUBES

The single most noticeable improvement you can make to the cycle with correctly adjusted cotterless cranks is to fit high pressure tyres. These tyres reduce the rolling friction of your cycle on the road; more of your effort goes into propelling the cycle forward and less goes into deflecting mushy rubber tyres.

Most commercial sports or touring cycles are fitted with 27 x 1.25" rims which will take 27 x 1.25" or 27 x 1.12" high pressure (90 or 100psi) tyres. Good high pressure tyres like Michelin or IRC will cost \$10-12 but the extra money will pay off in easier, faster pedalling.

Ensure the rim tape, rubber or cloth, which protects the tube from the spoke nipple is in good condition. Always dust the inside of your tyre with baby powder and only use high pressure tubes which have "Presta" or "Schraeder" valves.

The disadvantages of high pressure tyres are that they puncture a little more easily and that their grip on wet roads is not quite as good.

5.1.3 BRAKES.

Before you buy a cycle or even throw your leg across the top bar CHECK THE BRAKES. Check to ensure that the gripping surface of both brake blocks on the front and back brakes fully touch the wheel rims and there is still a small amount of adjustment up and down in the brake caliper arm.

Check with a good strong grip on the brake lever that

- the blocks fully engage the rims equally on both sides
- the brake cable does not slip
- the cable does not break
- the lever does not go all the way down to the handle bar.

If in doubt about your brakes, don't ride your bike; get an expert to fix them.

Avoid brake sets having so called safety levers i.e a second lever attached to each handle bar lever. These second or side levers in most brands reduce the amount of travel available in the brake lever and thus limit your braking power. So called safety levers have no place on a bike and should be removed.

Brake sets come a in wide variety of styles and the selection between side pull, centre pull etc. depends on personal taste. However as a general rule the more you pay, the better the quality of the brake. The best possible brakes should be obtained as one day your life may depend on them.

5.1.4 GEARS

Juvenile riders should definitely avoid high gears- and should only use a 40 or 42 tooth chain ring and four or five gears despite most commercial bikes having 10 or 12 speeds. For the more experienced cyclist gearing can be chosen from double or triple chain rings with 5 or 6 sprocket clusters. The range of gears can be selected to suit each individual's type of cycling.

Ensure that the rear derailleur is a medium-priced model from a known manufacturer (suggested Shimano 600EX, Sun Tour VX, VGT or similar). The shift levers are best mounted on the down tube, not the handle bar stem. Stem mounted levers are in a excellent position to punch a hole in your chest should you have a fall.

5.1.5 WHEELS

A wide variety of rims is available. Most commercial cycles have chrome-plated steel rims marked 27 x 1.25". If chrome-plated rims are not kept clean, the dirt retains moisture and rusting rapidly occurs. Even worse they are poorly plated on the tube side and quickly rust, leading to tube damage and punctures.

Fiamme, Ukai and Araya make relatively inexpensive, 27 x 1.25" channel section alloy rims which are quite suitable for touring when fitted with high pressure tyres.

Heavier cyclists should consider the more expensive box construction alloy rims which are much stiffer and more resistant to buckling - typical examples are Mavic E and Araya Aero. They can be fitted with 1" Michelin Elan or 1.12" or 1.25" high pressure tyres.

6.0 PROTECTIVE GEAR.

Remember you are NOT immune from having an accident: it will happen to you some day.

Always wear the protective gear you have - helmet, gloves, lights, reflectors etc.- whenever you cycle.

More types of cycle helmets are becoming available all the time. The most popular are the Bell and MSR but ensure that the helmet you buy is one of the above or approved by the Australian Standards Association. There may be some difficulty in finding the smaller size helmets but it is in your best interest to keep trying.

Cycling gloves with well padded palms are highly recommended also for protection in a fall.

happy cycling , Martin Bunny.

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RIDE CLASSIFICATION * EASY, ** MEDIUM, *** MEDIUM/HARD, H HARD, X/H EXTRA HARD.

PLEASE GAUGE YOUR OWN RIDING ABILITY AND CHOOSE RIDES WHICH SUIT YOU

SEPTEMBER 24/25 PIESSE BROOK Y.H.A. WEEKEND

Grade: H Time: 10.00am Distance: 30 to 40 kms

Choice of route for dirt bikes or touring bikes. Meet at 15 Loton Avenue Midland. Bound to be an excellent weekend at one of our happiest haunts the Piesse Brook Youth Hostel.

COST: Seniors \$5.00 Juniors \$2.50

BRING: Sleeping sheet, food, tool kit, etc

BOOK BY: September 14

LEADERS: Dennis Braddon, Matt King H.337 9796

OCTOBER 1/3 NOGGERUP WEEKEND

Grade: H Time 8.00am Distance: 200kms

Weekend trip through the South West to Noggerup Youth Hostel. For full details contact Mark Bettell

BRING: Food, sleeping bag, bidon, tool kit etc

BOOK BY: September 18

COST: \$5.00 plus rail fare.

LEADER: Mark Bettell H.445 1834

OCTOBER 9 SOUTHERN SUBURBS TOUR

Grade: ** Time: 9.30 am Distance: 30km

Meet at the Claremont Railway Station for a ramble through the scenic riverside suburbs down into ethnic southern country around Spearwood. The ride will conclude with coffee in Fremantle.

LEADER: Dennis Braddon.

OCTOBER 16 JARRAHDALE TOUR

Grade: H Distance: 120kms.

This ride, which proved to very popular last year, is once again being held at a time when our wildflowers should be at their best. Dual start with the first group meeting at the Causeway carpark at 8.30am then proceeding to Kelmscott Railway Station to meet with other riders at 10.30am. The lunch stop will be at Jarrahdale with the ride returning to Perth in the early afternoon.

BRING: Bidon, food, tool kit etc.

LEADER: Dennis Braddon.

OCTOBER 23 NORTHERN SUBURBS TOUR

Grade: ** Time: 9.30am Distance: 30kms

Meet at the Subiaco Railway Station for a easy ride through some of the pleasant, older northern suburbs. Coffee and cakes for morning tea.

LEADER: Mark Bettell

OCTOBER 30 GIDGEGANNUP ELEVENSES

Grade: H Distance: 80 to 120kms

This hard but ever popular ride is on again. Meet at the Perth Railway Station at 8.30am for the short but pleasant ride to the Midland Town Hall to meet with other riders at 9.30am. Then on up Red Hill to some of the best tea and fruit cake in the country. The return trip winds through the hills and National Park to return home in the early afternoon.

LEADER: Dave Millward, Bob Stockman

NOVEMBER 6 PRESIDENTS BREAKFAST RIDE

Grade: * Time: 9.00am Distance: 15km

Meet at the BBQ area in the adventure playground Kings Park, for an easy ride for all the family, followed by a BBQ. Bring your own food, bacon and eggs etc. Fires supplied.

LEADER: Bob Stockman.

NOVEMBER 13 KALUMUNDA RIDE

Grade: *** Time: 9.00am Distance: 50km

Meet at Perth Railway Station for a pleasant ride up Gooseberry Hill urged on by our fearless leader with his excellent wit. After coffee somewhere in the wilds of Kalumunda return to Perth via the scenic Zig Zag.

LEADER: Steven Booth

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rides programme

NOVEMBER 20 A.G.M. RIDE

Grade: * Time: 12.45pm Distance: 10km

Meet at the Barrack Street jetty for a scenic ride around the river, on your way to the Annual General Meeting.

LEADER: Wendy Metcher.

NOVEMBER 27 YANCHEP RIDE AND ROW

Grade: H Time: 8.30am Distance: 100km

Meet at the City Beach Surf Club for the start of a ride through some of the back roads to Yanchep. This is also an excellent chance for all the fit young lads to show off their rowing prowess in front of the ladies. Families in motorized transport to rendezvous at the park. BBQ lunch on the lawn amongst the koalas and kangaroos.

BRING: Food for BBQ, (tearooms on site).
Money for hire of row boats.

LEADERS: Ron Bowyer, Neil Porteous.

DECEMBER 4 TRIATHLON

Grade: ** Time: 9.00am Distance: 19.4km

Bound to be the event of the year. Meet at the food kiosk in Hackett Drive, Matilda Bay, Crawley for the C.T.A. Triathlon. The first leg will be a 3km run, the second leg a 400metre swim, and the third leg a 16km cycle ride. Badges awarded to all those who finish within the time limit of 2.5 hours. Prizes to the youngest and oldest members to finish.

Note; this is not a race but an opportunity for members to measure their versatility and their ability or otherwise, to stay afloat in water.

BRING: Appropriate clothing, equipment etc.
COST: Members free, Non-members \$4.00

LEADER: Dale Neill

ANNUAL GENERAL MEETING NOVEMBER 20

AT 2pm

FREEMASONS MASONIC HALL
Cnr. YORK and FORREST STREET
SOUTH PERTH

AGENDA

Minutes of the Annual General Meeting 1982

Reports from the President,
Treasurer, Rides Organizer

Election of Office Bearers for 1984

General Business

Cycle Tourist of the Year Award
Hard Luck Story of the Year
Presentation of Awards
10,000 in 8, 200km

Light refreshments will be served after
the presentation of awards

CYCLE TOURIST OF THE YEAR AWARD

Nominations are being called for "Cycle Tourist of the Year" award for 1983. The nominee should have actively contributed to C.T.A. while setting the highest standards in terms of safety, touring ability and attitude towards fellow cyclists.

Previous recipients are;

1978	Nicole Harrison	1980	Neil Porteous
1979	Wayne Lally	1981	Mark Bettell
		1982	Dale Neill

Nominations to be addressed to;
"Cycle Tourist of the Year"
Cycle Touring Association of W.A.
P.O. Box 174, WEMBLEY 6014

HARD LUCK STORY OF THE YEAR

Do you know someone who had bad luck some time during the year? One of those days when absolutely nothing would go right? We would like to know about it for the "Hard Luck Story of the Year." Please mail or forward your story to the club secretary.

MEMBERSHIP

Club membership fees are;

U/16, Students, Pensioners, \$6.00
Adults, \$13.00 Family, \$18.00
Joining Fee, \$6.00

If you are interested in joining the C.T.A. please forward this form to the club Secretary.

Name:

Address:

YOUR C.T.A. COMMITTEE FOR 1983

PRESIDENT: Bob Stockman
62 Valencia Rd. H.2935278
CARMEL 6076 W.2744779

SECRETARY: Dennis Braddon
3 Dalston Cres. H.3379796
KARDINYA 6163 W.3356833

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Matthew King
112 Northwood St.
LEEDERVILLE. H.3822603

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