

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



EDITOR: Ian Hore

Feb/March 1984
Issue Number 57

tour notes

TOURS REPORT FOR 1983.

The Tours Report was presented at the Annual General Meeting in November by Neil Porteous and is included in the Newsletter in an abbreviated form.

The year got off to a good start with 15 riders taking part in the cycleways ride. However from mid-January to mid-March attendances fell with an average of only 7 attendances per ride. With the arrival of the cooler weather attendances climbed with 26 riders taking part in the 50km Achievement Ride and 14 riders on the ever popular York Weekend Tour. The 100km Achievement Ride held on a new course saw 28 entrants. There was then a gradual decline in ride attendances till a final dramatic drop to 3 for the Piesse Brook Weekend and 4 for the Noggerup Weekend. The boom arrived again with very good attendances on all rides up to this meeting.

From the foregoing you can see that we had our peaks and troughs for the year, however, the interests of active C.T.A. cyclists have been maintained which saw a total attendance in excess of 760 for the 50 rides organized.

Mistakes were made, as ride co-ordinator I am the first to admit this. For example the very successful Tour of Tasmania was probably responsible for the Kalgoorlie tour not getting off the ground and the poor response to the South West Tour. The holidays of our members are of course limited and the most attractive tour gets preference. Also with many club members having already completed the Kalgoorlie tour it is not possible to repeat this tour year after year. As a result I believe 1984 will see important new, attractive innovations in tour planning.

MAJOR CHANGES INTRODUCED IN 1983.

A lot of work has been put into these changes and I would like to thank all those responsible. Firstly the 50km Achievement Ride was shifted to a safer circuit. Mark Bettell deserves praise for planning the new circuit at Mullaaloo and organizing the ride. The 100 and 200km Achievement Rides were both held on new courses giving both these events the hard country touring conditions that one would expect as a cycle tourist. The new routes through the country and away from built up areas have met with general approval.

OTHER PERFORMANCE EVENTS

These included the annual hill climb, the 10,000ft in 8 Hours and the 40 km Time Trial. Both events attracted the usual masochists such as Bob Stockman and company, Peter Cooksey, Merv Guirdlestone and others.

TOURING HIGHLIGHTS

The C.T.A. made history in 1983. The Tour of Tasmania was the first tour ever conducted outside the State. Nine riders had an unforgettable experience touring the scenic Apple Isle. Our co-founder and long time C.T.A. president Dale Neill organized the complicated 23 day tour and it could not be improved on. Thank you Dale: a truly first class job.

Other weekend tours which were extremely popular and enjoyed by all were; the Yunderup Long Weekend, the York Long Weekend and the Brookton Long Weekend.

TOUR PLANNING

The touring programme this year saw an important change which I feel has been quite effective. Individual members were asked to draw up a touring programme covering one calendar month. Matthew King, Dennis Braddon, Ron Bowyer, Dale Neill, and Martin Bunny were kind enough to make their contributions which I feel has introduced a richer and more interesting rides programme.

Saturday family rides were introduced on a trial basis by John Martin. This is another example of our continuing efforts to please and cater for all segments of our membership.

Summing up I would like to thank all the dedicated tour leaders, all the members who came on our rides, and everybody who helped with the rides programme throughout the year. Remember the C.T.A. is alive and well and it needs the support of each and every one of you to keep it that way.

Neil Porteous.

TRIATHLON A WINNER

Eight-thirty am on Sunday December 4th 1983 on the banks of the Swan river at Crawley: the sky was overcast and there was a freshening easterly wind pushing the normal placid surface into small choppy waves. Matt King was manoeuvring his rescue boat towards the start point for the C.T.A.'s first ever triathlon.

The event was advertised as a 'mini' or 1/12 triathlon and consisted of a 3km run/jog, a 400 meter swim and a 16km cycle ride. A full triathlon usually consists of an 8km rough water swim, a 200km bike ride, and a 42km run.

Fourteen entrants faced the starters gun at 9am and set off on the run leg along the foreshore towards Perth. The turning point was an old grey boatshed along riverside drive where marshall Ron Bowyer dutifully checked the runners through. Declan McQuillan and Ian Hore were the first to complete the run leg followed by Ian McKay and Justin Quintner.

While all finished the run section with relative ease, the swim leg was a different story with the field being spread-eagled in the choppy conditions and John Martin and Steven Booth redefining swimming as 'staying alive in the water'.

The change-over techniques employed between the swim and cycle legs aroused the interest of more than one passer-by. Neil Porteous and Ian Hore both had two-man squads to disrobe, dry and dress them. Declan McQuillan on the other hand arrived without a support crew and in his eagerness not to lose time set off on the cycle leg with so many pieces of assorted clothing (some of which actually belonged to him) that he vaguely represented a refugee from the first day of Harrod's new year sale.

The cycle leg was almost entirely on separate cycleways and was therefore very safe, even for young riders. As the organiser, I had estimated the 2.5 hour time limit as ample but not over-generous. I was therefore surprised when the last of the entrants completed all three legs in less than 1.25 hours!

Those who completed the Triathlon were:

	Hours	Minutes	Seconds
Ian Hore		43	35
Fiona Neall		48	52
Declan McQuillan		49	00
Martin Bunney		55	28
Ian McKay		56	43
Ronnie Poday	1	02	09
Charles Pearce	1	02	37
Justin Quinter	1	04	00
John Quinter	1	04	06
Stephen Penman	1	06	02
Neil Porteous	1	12	43
Helen Bunney	1	14	06

Awards:

Youngest to Finish: Stephen Penman.
Age 13 years 2 months.

Oldest to Finish: Neil Porteous.
Age not for publication.

Congratulations to all entrants and thank you to my three assistants - Bob Stockman, Ron Bowyer and Matt King. For all those who missed out or those who would like to improve their time, watch the Newsletter for the 1984 Triathlon in December.

Dale Neill

C.T.A. HELPS OUT YOUNGSTERS

Following a request for assistance to our club by Mr Richard High, a teacher at Mercy College, Koondoola, several committee members helped prepare a group of students wishing to do a cycling "expedition" for their Duke of Edinburgh Award. The first Saturday afternoon consisted of explaining and showing the students how to prepare themselves and their cycles for touring.

The route chosen for their training ride was along Wanneroo Road to Two Rocks, a distance of 50kms. Everything was well prepared, the school bus with a trailer was the advance vehicle and another vehicle followed behind with a prominent sign warning motorists that cyclists were ahead. All the riders wore orange safety vests.

Because of the large number of students participating they were split into two groups, the boys riding one Saturday and the girls on the following Saturday. Departure time was set for 7.00am, but with a few adjustments necessary to some of the bikes they finally left about 7.30.

There were a few mishaps along the way with both groups, and a few bikes had to be loaded into the support vehicle but it was with a great sense of achievement that most of the riders finished.

Members of the CTA accompanied both groups and lent assistance and encouragement when needed. Congratulations to all the students on their attitude and behaviour, and also to Richard High for all his preparation work. Certainly the children now have a much better understanding of cycle touring, and perhaps we will gain some future members.

THANK YOU FROM A HAPPY CUSTOMER

Just over 12 months ago, I required a generator lighting set and guided by many CTA members, I selected a Sanyo Dyna-Power. I bought it from Glen Parker Cycles, one of the Association's advertizers, and it performed extremely well until just recently when a fault developed in the generator casing.

The bike shop referred the problem back to the local Sanyo agent and the result was a complete new set, lamps and all, without any hassles.

I was most impressed, both by the supportive attitude of Glen Parkers and with the positive response from the Sanyo agent. So thank you very much, and thanks for a good product.

Ron Bowyer

HILLMAN CYCLES

Australia's Leading Lightweight Specialist
Established 38 years

Campagndo - Clement - Guardian - Riva -
Addidas - Detto - Pietro - Karmoor - Blackburn -
Eclipse - Suntour - Brancale - Michelin - 531 +
531sms Frames made to measure - wheel
building - single repairs - Clothing made to
order

111 Brighton Rd, Scarborough WA 6019
(09) 341 3581
46 Grantham St, West Brunswick Vic 3055
(03) 380 9685

Mercer CYCLES INTERNATIONAL

SPECIALIST IN LIGHTWEIGHT CYCLES
& ACCESSORIES.



97 SOUTH TERRACE,
FREMANTLE W.A. 6160
TELEPHONE (09) 335 9536
INTERNATIONAL 619 335 9536

FLASH CYCLES

33 Great Northern Highway

MIDLAND tel 2741411

custom made touring frames
lightweight equipment
repairs and service
new and used cycles



NULLARBOR AND MORE NULLARBOR

Seven-thirty, Saturday October 1st, my poor bike is laden down with four panniers, handlebar bag, tent and sleeping bag. Very little of it is visible between these unaccustomed accoutrements.

Everything is done and packed, the culmination of a week's mad preparation. Photos recording the event for posterity have been taken. There's no excuse to linger any longer. I'm nervous about riding such a heavily laden bike, never having ridden previously with more than a couple of panniers - people tell such awful tales about the steering with front panniers on. Well - I guess I'll just have to find out. Courage deserts me on steep Bowman Street and I wheel the bike onto flatter ground to start off. To my profound relief things feel much better once I get some momentum - I pray that all the traffic lights from Shenton Park to Midland are at green so I don't have to stop.

An hour later, having successfully negotiated such suburban obstacles, I start up Greenmount. 'Twenty minutes of torture', I tell myself, 'the last hill until South Australia'. Then it's Northam for lunch and a long undulating afternoon to Kellerberrin at dusk. Who said it's all flat from Northam?

That's Day 1, only three more days to Norseman. I set my sights no further than this, to think of the ten days or more to Ceduna is foolish, an impossible target on this scale of travel, realistic, achievable goals are needed for motivation.

The next three days are very similar - up early, breakfast (see later), load the bike, out onto the road again. Each day my legs are more reluctant as I feel the light, easterly wind which welcomes me back onto the endless tarmac - a wind I know is going to strengthen through the day, so when I'm tired it's at its strongest (not only imagination, the grass bends over further in the afternoon and evening).

The days are punctuated with the little incidents which will, in retrospect, make the trip a good one: friendly caravanners on the road, giving me plenty of room and a friendly wave; the light aircraft pilot at Southern Cross who'd flown over me on journeys to and from Perth that day; the Youth Hostel warden at Coolgardie who asked if I was related to Dale and Margaret Neill (obviously under the misconception that cycling madness only runs in families) and the couple staying there who offered to transfer my panniers by car to Norseman, the next day (very tempting, but outside the terms of a bet I'd taken to get to Norseman in four days - unaided); the puncture next morning between the youth hostel and the main road (the only puncture of the trip); the exhilaration of arriving in Norseman at 4pm on the fourth day and ringing Perth to claim my prize (although the prize was almost superfluous, it was the moral of the thing that provided the incentive and got me through the aches and pains of the first four days); sudden panic and anger at the theft of my precious clothes from a washing line at the Norseman caravan park.

Next day will be out onto the Nullarbor. I feel a certain reluctance to leave this last outpost of civilisation for the unknowns (to me) of the desert stretch to Ceduna, about which people have such mixed reactions.

It's a late start, and I'm cheered off by a marvellous group of senior citizens who, while probably regarding me as cheerfully insane, applauded my efforts. The endless flat road I've been promised is hidden somewhere beyond an endless series of small ups and downs but I arrive eventually, somewhat dehydrated, at Balladonia.

A very early start finds me on the infamous 90 mile straight before Caiguna, by sunrise. Dangerous dust clouds from roadworks 50km from Caiguna, a potentially hazardous situation I'd been warned about, are easily passed as I cheat by accepting a lift from caravanners met the evening before. Arriving at Caiguna well before noon I decide to go on to Cocklebidy, a place so desolate I leave immediately to try to make Madura in the remaining hours of daylight. This turns out to be an unwise decision, entailing 90km of riding into a rapidly strengthening, easterly wind. I reach Madura after 9pm, exhausted, but just in time to witness a spectacular electric storm. 338km have been covered in a day, 270km by bike.

The strong (gale force) easterly is still blowing next morning, as I leave for Mundrabilla, 116km away. It takes seven and a half hours of plodding in low gear - very disheartening. I get plenty of time to notice the change in scenery and vegetation after descending from the scarp at Madura.

At Mundrabilla a couple, misunderstanding a remark I make about expecting to make Eucla that day, load me and bike into their van and trailer, protesting that I'm not in any fit state to cycle further (I wasn't actually intending to). An hour later I'm at the border village.

The following days to Ceduna blur together, remarkable only for the changing scenery; the cliffs of the Nullarbor, the true treeless plain, the beautifully hilly road immediately after it, extending to the wheat belt and civilisation again. Small incidents are better remembered than the hours of cycling; the offer of a rainwater shower at Yalata, the coachload of tourists about to depart for Ceduna and the Dept. of Agriculture checkpoint, who left me all their fruit in the hope that it could be put to good use, the car that drove alongside me for several kilometers, the occupants offering cold drinks and questioning me on the trip so far.

A sign post in Ceduna reads 'PERTH 1980km', I've cycled 1825 of them, it's taken 10 days. Now for the leisurely part of the trip. The remaining 1100km to Adelaide, via Pt. Lincoln, Pt. Augusta and Clare, take 9 more days notable mainly for the bad local drivers, impatient caravanners and inconsiderate truckies. It comes as a shock after the courtesy of the Nullarbor drivers to turn onto local roads where most of the many drivers are not making a 3000km journey.

The enticing glimpses of the sea around the Eyre

Peninsula and the soft rolling country probably compensate for the extra mileage, but it's a disappointment that the road is nearly always to far inland, there are no exciting cliff hugging roads and precious few hills. It becomes a greener extension of the Nullarbor.

Wards Cycles

SALES • REPAIRS • ACCESSORIES
CUSTOM BUILT FRAMES

"Cycle Racing Specialists"

276 5181

RAY & STEVE WARD
2 WELLINGTON RD, MORLEY
(Opp Walter Rd)

PHONE 344 2854

BOB MORTIMER.

A. & B. Pergola's

SPECIALISE IN

BRICK-PAVING. TIMBER FENCES
PERGOLAS. GATES
CABINET WORK.

5 ROTHER PLACE, NOLLAMARA 6061

TELEPHONE 386 6408
A/HOURS 457 4737

GLEN PARKER CYCLES

(HILTON WILSON, PROP.)

SPECIALISING IN ALL BIKES & REPAIRS

125 STIRLING HIGHWAY,
NEDLANDS, W.A. 6009

I'm sorry that I don't have time to explore the Flinders Ranges as they look marvellous, even with storm clouds looming over them most of the time, but I have a date to keep in Melbourne which requires me fit and healthy, fully recovered from this trip. I press on to Adelaide and thence to Melbourne by train.

But the cycling's not over. The high point comes on the Otway-Geelong Century ride, a 100 mile circuit along the Great Ocean road from Lorne (recommended if you're in the vicinity around October/November). This combines the best of everything - long uphill and longer downhill, beautiful, lush countryside, dramatic cliffs along the coast and, best of all, the company of other cyclists.

EQUIPMENT

Gearing - the 29-108 gear inch range was somewhat unnecessary as there were neither the hills nor the tailwinds to use the low and high ends. No problems were encountered with any of the drive train components (except for a squeaky right pedal which a drop of oil quietened).

Wheels - Araya W1 rims, Suntour sealed bearing hubs, 14 gauge stainless spokes. A slight warping of the front wheel early on was the only problem and quickly remedied. No spokes were broken.

Tyres - Michelin 9/8" Club Tourist. Stood the trip well, apart from a puncture and two fairly spectacular blowouts.

Saddle - Selle Italia Anatomique (ladies) - worth its weight in gold.

Panniers and racks - Wilderness panniers on Karrimor rear rack Karrimor panniers on Blackburn front rack and a Wilderness handlebar bag. All excellent to the end when strained clips on the Wilderness bags gave them a tendency to jump off the racks over bumpy terrain.

Lights - Dynapower with Iku halogen headlight and Star taillight. The initially wonderful halogen headlight turned out to be the only real failure of the trip. After problems fitting it (it won't go on Shimano AX brakes as it was designed to) which were never resolved satisfactorily, the constant shaking sheared the plastic stalk to the lamp at a pivoting joint. And last but not least a Mirycle (handle bar mirror).

TOOLS;

cluster remover (Suntour)
bike vice for use with
cluster remover
chain breaking tool
Shimano headset spanners
(can be used to remove
pedals)
10cm adjustable spanner
5&6mm long Allen keys
3&4mm standard Allen keys
4mm plain screwdriver
Phillips screwdriver

small pliers
tyre levers
tyre repair kit
nipple key
light oil
Teflon lubricant
tiny jar of grease

SPARES;

chain*
touring tyre
3 spare tubes
brake cable
brake blocks
gear cable
20 spokes & nipples
4 rearlight bulbs
misc. small nuts & bolts
black insulation tape
(1001 uses)

OTHER ESSENTIAL EQUIPMENT;

Small light tent
small Gaz stove
sleeping bag
gloves
helmet

touring shoes -

TO EAT AND WHAT TO NOT EAT

The question of what to eat on this trip was probably the most worrying one. I have a tendency to eat little during a ride and to wait 3 to 4 hours before eating at the end. Obviously such tactics were not going to work when I was riding every day. The answer seemed to be eating far more while riding; mainly dried fruit, nuts, food bars, fruit cake, oranges and bananas, plus milk whenever I passed a roadhouse, and trying to eat more breakfast. For this all-important meal I designed an oat-free 'super muesli' - oat-free because I dislike the powderiness of rolled oats - based on rolled wheat cooked in honey. It was wonderful stuff so cram packed with high energy complex carbohydrates and protein. The problem was that much as I loved it in Perth I took an instant dislike to it on the road. I ended up giving it all away, having eaten it for just one breakfast. Breakfast became a quick mug or two of tea with dry biscuits, with a more substantial snack two hours later.

Evening meals, as expected, were initially a non-starter. For the first four days I felt too tired to eat once I stopped cycling. At Coolgardie I became so worried about this that I rushed into the roadhouse immediately on arrival to get a hamburger, hoping to eat it before tiredness overtook me.

After four days equilibrium returned, I got over the extreme tiredness and recovered my appetite but evening meals were never exactly the high point of the day. Dried soups, reconstituted dried vegetables and tinned fish were standard fare. The couple of meals I received from caravanners have to be some of the most welcome food I've ever had, because of this.

In retrospect, apart from the muesli, the food I took did the job well and I wouldn't change much for future expeditions, perhaps a greater variety of dried fruit - apricots and figs got a bit boring. In case any cyclist isn't aware of this, fruit cake is great stuff, well worth the weight. If you know your route - post it on ahead if you like it home-made. It's good for morale picking up such treasures mid journey.

A final note. Water was no problem, after Norseman I carried 9 litres in bidons and four 2 litre containers, ample for a day or between service stations. I was also given rainwater without question everywhere except Nullarbor, where they gave me some after realising that I was on a bike. Perhaps this is the reason some cyclists report difficulty in getting water, as the roadhouses assume you're in a car, and therefore responsible for your own water, unless you make it clear you're not.

ACKNOWLEDGMENTS

Although I rode Perth-Adelaide alone I didn't do it on my own. Many people contributed to the success of the trip, not least of all the Nullarbor motorists and truckies for being so friendly and considerate. Then there are the people who lent me gear, and Jenny and Neil who acted as my contacts when I rang in every day. A special thankyou must go to Ian for providing the incentive which made the four first hard days so much easier. And finally, to all those people, friends and strangers, who gave their support and enthusiasm and, ultimately made it a marvellous experience - which is what it's all about.

Fiona Neall

AVOCET CYCLES

27 St. Quentin Avenue,
(P.O. Box 55)
Claremont
Western Australia 6010
Telephone (09) 384 8365

New and Used Bicycles

Hand-Built Frames - Reynolds Columbus Ishwata
Cyclists Clothing & Shoes - Racing Parts
Singles & Racing Wheels - Repairs, Parts,
Accessories, Painting

H.D. STALLARD CYCLES

FOR ALL THE BEST IN CYCLE EQUIPMENT

CAMPAGNOLO - ZEUS SIMPLEX -
CINELLI - T.T.T. - MAFAC - REGINA -
HURET - T.A. - BROOKS - UNICA -
WEINMANN - FIAMME - MAVIC - KNIGHT
STRONGLITE - UNIVERSAL - PIRELLI
CLEMENT - WOLBER - ATOMS - TOOLS
SHIMANO - CANETTI - etc.

12 Burwood Street
Nedlands WA 6009

PHONE 3818815

HILLTOP CYCLES 446 6947

251c Scarborough Beach Road Doubleview
6018

Touring and racing equipment - Sun-
tour clusters and wheels built to your
specifications

Michelin and specialized tyres
Huret - Suntour - Shimano Gears
Parasport Clothing

OLIVERS CYCLELAND 339 1415

166 Canning Highway, East Fremantle 6158



RIDE CLASSIFICATION * EASY, ** MEDIUM, *** MEDIUM/HARD, H HARD, X/H EXTRA HARD.
PLEASE GAUGE YOUR OWN RIDING ABILITY AND CHOOSE RIDES WHICH SUIT YOU

January 28 to 30 Vintage Port Tour
Grade: ** Time: 9:00 am Distance: 50 km
Grade: H Time: 9:00 am Distance: 160 km

This weekend is a first for the club. We are privileged to be some of the first people to use the new Fremantle Youth Hostel. Meet at the Perth Railway Station for a dual start.

Costs: \$10.00 (senior), \$5.00 (junior)
Bring: Sleeping Sheet, bidon, tools, food etc.

Leader: Martin Bunney Contact: 330 3659

February 5 Go fly a Kite ??
Grade: ** Time: 1:00 pm Distance: 30 km

Dual starts leaving from Karrinyup Shopping Centre and Garden City Shopping Centre (Booragoon) to meet at the Nedlands foreshore to view the annual kite flying demonstration.

Leader: Aileen Martin Contact: 349 2310
Tony Willis 457 2191

February 12 Coast Time Trial
Grade: ** Time: 8:00 am Distance: 30 km

Meet at the car park on West Coast Hwy next to the Scarborough Hotel (north side) for a short time trial to Mullaloo (13 km), refreshments and a more gentle ride back down the coast.

Leader: Ian Hore Contact: 368 2937
Steven Booth

February 19 Breakfast at Miss Mauds
Grade: ** Time: 5:00 am Distance: 30 km

Yes 5:00 am. Meet at the Causway car park for a short ride to work up an appetite and then in to Miss Mauds for the best breakfast menu in Perth. Lights are essential. Bookings (for breakfast) must be made by February 5.

Breakfast: \$6.50

Leader: Dennis Braddon Contact: 337 9796

February 26 Burns Beach Ride
Grade: *** Time: 8:00 am Distance: 80 km

Meet at the Triggs Surf Club car park. Moderate ride up the coast to Burns Beach for refreshments (and a swim) and return to Triggs.

Leader: Fiona Neall Contact: 386 2125

March 3 to 5 Yunderup Long Weekend
Grade: H Time: Distance: 300 km

Meet 6:00 am at 11 Hermes St Riverton. Ride to John's home at Yunderup on Saturday, relax or tour the area Sunday and return to Perth Monday. Breakfast, evening meals and Sunday lunch provided. Baggage will be transported by van to Yunderup so this is an ideal time to try your "first tour".

Bring: sleeping bag, bathers
Carry: food and water for trip down (essential)
Cost: \$15 seniors / \$8 juniors

BOOK BY 12th FEB (limit of ten (10) CTA members)

Leader: John Martin Contact: 349 3210

March 4 Walyunga Picnic
Grade: ** Time: 9:00 am Distance: 60 km

An alternate ride for those not able to go on the long weekend tour starting from Midland Town Hall. Leisurely ride through the Swan Valley to Walyunga National Park for a BBQ lunch and swim. Bring own meat, drinks etc. and bathers.

Leader: Bill Shortman Contact: 344 3392

March 11 Devon Tea Ride
Grade: ** Time: 9:30 am Distance: 25 km

Meet at the log in Kings Park. Ride via Perry Lakes, Reabold Hill and West Coast Hwy to Dale's home in Trigg for devon teas.

Leader: Dale Neill Contact: 447 8168

March 18 Marapana Deer Park
Grade: *** Time: 9:00 am Distance: 80 km

Buck up and come along. Meet at Fremantle Railway Station. Ride to the Deer Park (10km North of Mandurah on the coast road) meet the family there and barbeque lunch or buy lunch on the way.

Leader: David Millward Contact: 385 8371

March 25 Round the River Ride
Grade: ** Time: 9:00 am Distance: 50 km

Scenic tour around the river, starting from the city end of the Narrows (under the bridge), including the University Campus, Peppermint Grove, morning tea in Fremantle and the best cycleways in Perth.

Leader: Neil Porteous Contact: 425 3186 (w)

STOCKMAN and SON
AUTOMOTIVE ENGINEERS

15 Loton Avenue
Midland W A 6056



BMW SPECIALISTS Robert W Stockman
TEL 274 4779 A.M.I.M.J. A.M.I.A.M.E.J.

FLEET CYCLES
FOR ALL YOUR RACING EQUIPMENT
EDDY MERCKX CYCLES & CLOTHING

Vitus Duralinox Frames
Vittoria Singles
Specialised H.P. Lightweight
Tyres & Tubes
Michelin, Vittoria, Clement,
Shimano, Sun Tour, Sugino,
Mavil, Fiamme, Araya Rims
Sedis Chains
Addidas & Duegi Shoes

WHEELS BUILT TO ORDER
PHONE ROD WILSON
276 2389

143 WALTER ROAD, MORLEY



WILDERNESS
EQUIPMENT

p.o. box 83 FREMANTLE

manufacturers and suppliers to
cycle tourists and backpackers

13 Jewell Parade, North Fremantle.
Phone 335 2813

rides programme

April 1 **Fools Day Ride**
Grade: *** Time: 10:00 am Distance: 70 km

Come along for a surprise ride to somewhere.
Meeting at Karrinyup Shopping Centre.

Leader: Matt King Contact: 382 2603

April 8 **Gidgee Elevenses**
Grade: H Time: 8:30 am Distance: 110 km
Grade: H Time: 10:00 am Distance: 80 km

Meet at Perth Railway station at 8:30 am or join
the group at Midland Town Hall at 10:00 am for the
ride to Gidgee for morning elevenses.

Leader: David Millward Contact: 385 8371
Bob Stockman 293 5278

April 15 **50 Kilometer Achievement**
Grade: ** Time: 9:00 am Distance: 50 km

Meet at the Mullaloo Beach Car Park. Come along and
test yourself against the course and time limit of
2 hours 30 minutes. The ride is free to members
(visitors cost \$6.00), badges \$2.50.

Leader: John Martin Contact: 349 2310

April 20 to 23 **Northam Long Weekend**
Grade: H,* Time: 9:00 am Distance: 350 km

Meet at Midland Town Hall for four days touring
around the Northam area. Rides will include
Toodyay, Goomalling, York, Beverley and many other
town in the area returning to the Northam Youth
Hostel each night. Sleeping sheet required.

BOOK BY 8th APRIL

Leader: John Martin Contact: 349 2310

April 29 **Mount Dale Ride**
Grade: *** Time: 9:00 am Distance: 50 km

Meet at Stirk Park Kalamunda (top of Kallamunda
Road) for a leisurely ride up Mt Dale to admire the
view.

Leader: Bob Stockman Contact: 293 5278

Welcome to the following new members of the club.

Richard Evenett
Stephen Penman
Carmel Loughney

Ron Masterman
Don Wilson
Allan & Norma Bourne

DID YOU KNOW

Bicycle parking facilities are available at the Perth
City Council Car Park No. 5, Hay Street exit near the
kiosk. Cycle parking facilities will also be available
shortly at the Shoppers Car Park No. 2a on the corner of
William Street and Mounts Bay Road.

If these facilities are used perhaps we can look forward
to better services for cyclists in the future.

FOR SALE

Hand built 23" MHJ road racing bike, Reynolds 531 SL
tubing, Columbus fork, Dura Ace and Campagnolo with
600 AX Cranks. Less than one year old. Only \$675
Contact Romney Phillips Phone. 446 7894

HELMET FOR SALE

Bell Tourlite in "as new" condition. Adult size, \$ 45.
Contact G. Creighton Phone 459 4178.

FOR SALE

Malvern Star 23" Double XX frame,
Michelin tyres, Mirycle, \$260
Contact Tony Willis, Ph. 457 2191

FOR SALE

Bob Stockman still has 18 Michelin Sports 27"x1.25" Tyres
@ \$10.00 each. Phone 2935278

FOR SALE

Ladies Ricardo three speed with carrier and lights.
Excellent condition phone Bob 2935278

BIKE FOR SALE

21" Reynolds 531 double butted frame, Campagnolo hubs
Suntour gearing, Weinmann centre pull brakes, Brooks
saddle, Karrimor panniers.
Price on application contact Bruce phone 3833456.

FOR SALE

Touring Bike 22", Reynolds 531 frame, 15 gears,
Campagnolo parts, Suntour Cyclone derailleur, seat -
Concor-s-period Marco Supercors, Super Champion - French
built wheels, Generator & Halogen light, low hung front
and rear panniers. Purchased April 83, hardly used.
As new \$1,100 For Sale \$700 O.N.O.
Contact Bruce 339 3390

CYCLE TOURING ASSOCIATION OF W.A. (INC.) FOSTERING CYCLE TOURING AND PROTECTING THE INTERESTS OF CYCLISTS

C.T.A. COMMITTEE FOR 1984

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

VICE-PRESIDENT: David Millward
7 Boscastle Avenue
CITY BEACH 6015 H.3858371

COMMITTEE MEMBERS: Ian Hore
4/86 Mill Point Road
SOUTH PERTH 6151 H.3682937

Fiona Neall
1 Weld Street
NEDLANDS 6009 H.3862125

SECRETARY: Stephen Booth
26 tunnel Road
SWAN VIEW 6056 H.2943682

TREASURER: John Martin
9 Whittle Place
STIRLING 6021 H.3492310

Iain Smith
90 Dawson Avenue
FORRESTFIELD 6058 H.4536979

Tony Willis
36 Torridon Avenue
LYNWOOD 6155 H.4572191

CORRESPONDENCE TO: P.O. BOX 174, WEMBLEY, WESTERN AUSTRALIA. 6014

FOR DETAILS OF CLUB MEMBERSHIP PLEASE CONTACT THE TREASURER.



CYCLE TOURING ASSOCIATION OF W.A. (INC)

MAIN EVENTS 1984

MARCH
MARCH 3 TO 5

The everpopular long weekend at Yunderup, riding, swimming, canoeing etc.

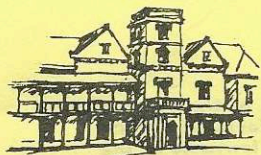
PLUS

An alternative ride to Walyunga National Park for those who cannot get away for the weekend tour.

APRIL
APRIL 15:

50 Kilometre Achievement Ride

APRIL 20 TO 26:
MINI FAMILY TOUR EASTER TIME



This tour is being planned for the Northam area, allowing people to join the tour for one to six days. A series of rides will be planned each day to accommodate the riding ability of all club members. Ride to Northam or bring the car for a day's outing but be sure to get there with your family and enjoy our countryside.

CONTACT: John Martin on 3492310

MAY
MAY 13 TO MAY 27
TOUR OF BALI

The C.T.A.'s first international tour will take place in Bali this year. A chance to see and participate in the colourful lifestyle and culture of the Balinese people whilst riding through some incredible scenery.

CONTACT: Martin Bunny on 330 3659 home or 322 1900 work.

JUNE
100 Kilometer Achievement Ride

JULY
200 Kilometer Achievement Ride

SEPTEMBER
10,000 in 8

OCTOBER
300 Kilometer Achievement Ride

SOUTH WEST TOUR

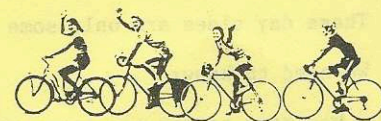
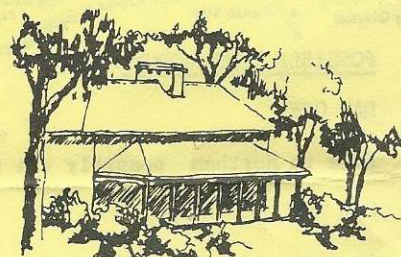
This year it is planned to make a real "Tour of the South West" including the usual spots as well as Albany, Esperance and Kalgoorlie. Depending on response it will be possible for people to join the tour for a week or two at a time.

CONTACT: Dave Millward on 385 8371



NOVEMBER
40 Kilometer Time Trial

DECEMBER
Triathlon



Other events will include, more weekend tours, day rides through the scenic Darling Ranges, visits to favourite coffee shops, Bar-b-que breakfasts etc.

PLEASE KEEP THIS GUIDE FOR REFERENCE TO THE MAIN EVENTS PLANNED FOR 1984
FULL DETAILS OF ALL RIDES PLANNED WILL BE PUBLISHED IN THE NEWSLETTER.

PROPOSED FAMILY MINI TOUR EASTER 1984

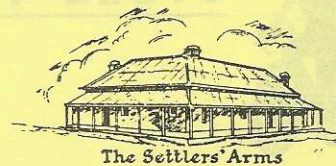
This year Easter and Anzac day fall within the same week and most people will have at least four days holiday and possibly six days. To make the most of this extended break the C.T.A. is planning a tour in the Northam area using Youth Hostels for accommodation.

To accommodate the riding ability of all club members, a series of rides are planned each day. The tour will be planned so that people can join in for one day, two days, etc, or all six. Before continuing with detailed planning the following is presented for discussion amongst members.

POSSIBLE RIDES THAT COULD BE PLANNED

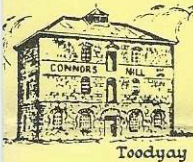
EASY RIDES - Guided tour around Northam by the veteran of the area John Martin. Rides along the historic and interesting Avon River, visit Spencers Brook or Clackline, a return trip to Toodyay.

LONGER RIDES - Would be based on circular routes from Northam taking in towns such as Toodyay, York, Meckering etc.



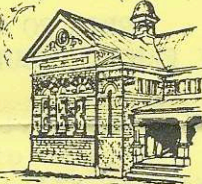
The Settlers Arms

York is one of only two National Trust gazetted Historic Towns in Western Australia. It retains 32 classified and about 50 recorded historic buildings: Settlers House, originally a private home built about 1845, once housed the State's first newspaper "The York Chronicle"; the Residency Museum, built in 1843, was the first country museum recognised by the WA Museum. Numerous other features can be visited in York such as the 1906 built Suspension Bridge, the Balladong Living Farm Museum and the 1886 built Railway Station.



Toodyay

When present day Toodyay was sited in 1861, it was known as Newcastle. This was changed in 1910 to avoid confusion with Newcastle in N.S.W. The town exhibits many links with colonial times including a convict gaol, churches and homesteads.



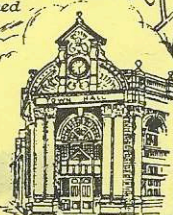
Northam Post Office

Northam is situated at the confluence of the Avon and Murrumbidgee Rivers. Though selected as a townsite in the 1830's it was the construction of the railway line to the Coolgardie Goldfields that stimulated her growth in the early 1900's. John Morrell was a pioneer settler and founder of Northam.

Northam was first linked by rail to Perth in 1886 and Coolgardie in 1897. The 1898 built Old Railway Station is still standing. The people of Northam commemorated the early wheelbelt settlers with the erection of an obelisk on Centenary Hill in 1929.

"Goldfields Road" follows the general route used in the late 1800's between the Swan River Colony (Perth and Fremantle) and the Eastern Goldfields. York was a staging post. The advent of the railway in 1894 bypassed York and went to Southern Cross by way of Northam.

The Burges family have farmed their "Tipperary" property since 1837.



York Town Hall

POSSIBLE TOUR AGENDA

DAY ONE

Ride to Northam possibly via the Chittering Valley and Toodyay.

DAY TWO

An easy ride, for members who have driven up from Perth, along the historic and scenic Avon River to Toodyay for lunch and then return (50km). A harder ride to Toodyay via Wongamine to meet easy riders for lunch then return to Northam via Clackline and Spencers Brook (90km). If possible everybody stay overnight.

DAY THREE

An easy ride, suitable for members and their families who would like a day away from Perth, consisting of a guided tour around Northam maybe even visiting Spencers Brook. A longer ride could also be planned to York returning via Spencers Brook.

These day rides are only some of the possible combinations.

We need to know;

- How many people are interested in the complete tour,
- How many people are interested in the different types of rides
- How many people are interested in coming on part of the trip i.e one day or two days,
- How many people will want accommodation,

Members this is an opportunity for all the family to take part in a weekend tour together. Please discuss this idea and contact John Martin, phone 3492310, with any queries, ideas etc. and make a booking.



Both York and Northam feature Suspension Footbridges over the Avon. Northam has recently rebuilt hers.

York is the oldest inland town in Western Australia. Early explorers saw a resemblance to their native Yorkshire in England when they came to the Avon Valley so the Governor directed the first town be called York. Some historic buildings, restored or renovated, are open to the general public visiting York.

TOUR OF BALI MAY 1984

The 1984 Tour of Bali started life as a Malaysian Tour, the brain child of Tony Pettit. With his departure to the Pilbara, the now orphaned tour was adopted by Dale Neill with the first tour berth being reserved by Martin Bunny in August 1982 with a \$1.00 deposit.

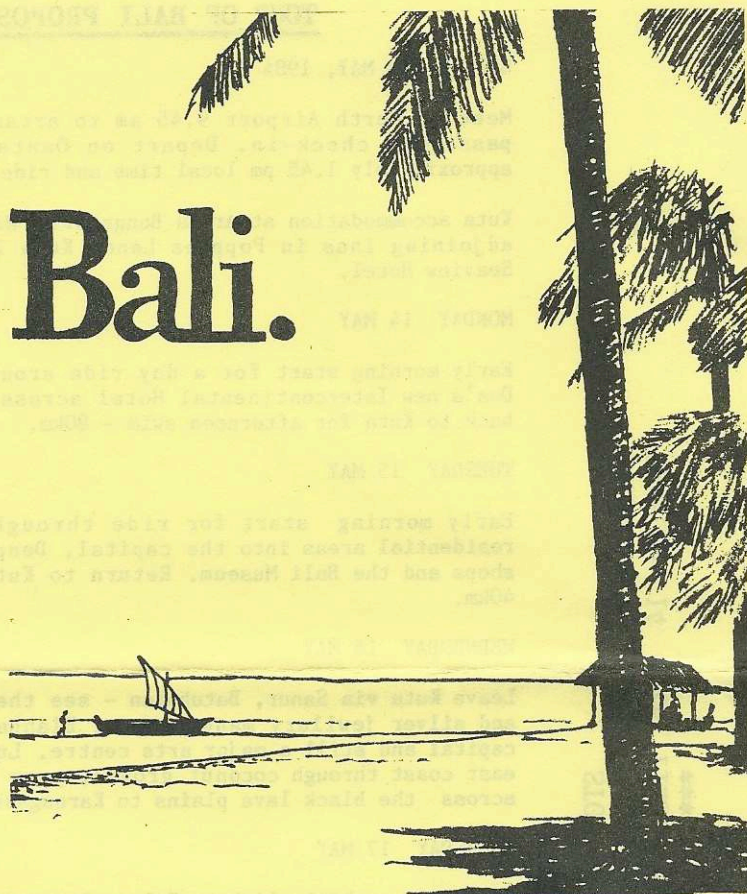
Martin and Dale then commenced planning the tour but found the cost fairly high and the accommodation in Malaysia somewhat difficult to find. To significantly reduce the cost of both the air fares and on ground costs, bringing the C.T.A.'s first international tour within the reach of more members, a change in venue to Bali was suggested by Martin in 1983.

Unlike the fast tours to Kalgoorlie across W.A.'s flat and largely empty countryside, the aim of the Tour of Bali will be to see and participate in the colourful lifestyle and culture of the Balinese people whilst riding through some incredible scenery including volcanoes, tropical plantations, white and black sand beaches, terraced rice paddies, green valleys, market villages and interminable temples. Daily riding distances are reasonably short, of 80kms or less. Riding conditions are much better in the cool of the early morning when the Balinese are up and about their daily activities and the tourist hordes are still in bed and their motor cycles are still off the road.

The sealed roads of Bali are not wide but are in reasonable condition on the main routes to the tourist areas. The secondary roads including those in the southern tip of the island can only be described as "less worse in some places than others". In these areas potholes are to be ridden around - definitely not through.

Stout tyres and strong wheels are definitely recommended, however the high deposits of glass on bottles ensures the roads are glass free; Australian Governments take note.

Bali.



The Balinese drivers and motor cycles honk and hoot at everybody and everything on the road. Just ignore them and go in a straight line. They will go around you (at close quarters) but will not knock you off as tourists are Bali's main source of income and they can not afford to damage you. The dangerous road users are mad Aussies on motorbikes. (Buy yourself the biggest bell you can find and join the fun. Editor)

Qantas will carry the bikes as part of the 20kg baggage allowance for each passenger with the requirement that the pedals are removed. To protect your paintwork, chain ring, etc it is suggested that you strap a solid cardboard panel to either side of your frame. Ask your friendly bike shop for a cardboard bike carton.

Essentials for the trip are passport, YHA sleeping sheet, spare foldable tyres, tubes, puncture repair kit, spokes, cluster remover, lights, pump, and at least two large bidons. Although not mandatory you should have colera, smallpox, typhoid and tetanus injections well before you depart to get over and side effects and also ask your doctor about malaria tablets.

As the climate is warm, 28 degrees Celcius and humid, only light clothing is required with the possibly one pair of light cotton pants (buy them at Kuta for \$4.00) and one long sleeve shirt for the cooler evening of Ubud and Selet.

The costs of the tour are expected to be: \$266 return air fare including bike, \$20 Australian Airport Tax, \$36 travel insurance. The on ground costs in Bali will depend entirely on how much you eat and how much you buy. Udad and Kuta accommodation will be approximately \$10 per day, bed and breakfast, whilst in other places it can vary from \$2 for losmen, private homes or boarding houses, to \$15 for hotels.

We currently have 10 people committed to the tour so only a limited number of vacancies are available. The \$340 for the Australian costs must be paid before the 24th of March 1984, so that plane tickets can be purchased before a planned fare increase.

CONTACT MARTIN BUNNY on 330 3659 home or 322 1900 work

The proposed itinerary is printed overleaf



TOUR OF BALI PROPOSED ITINERARY

SUNDAY 13 MAY, 1984

Meet at Perth Airport 9.45 am to arrange check-in of cycles and 10.00am passenger check-in. Depart on Qantas flight at 11.15am Arrive Bali approximately 1.45 pm local time and ride to Kuta - 6km.

Kuta accommodation at Arena Bungalows, Rita's House and Berlian Inn. They are adjoining inns in Poppies Lane, Kuta 200 metres from the beach and Kuta Seaview Hotel.

MONDAY 14 MAY

Early morning start for a day ride around the southern tip of Bali to Nusa Dua's new Intercontinental Hotel across to Uluwatu, a major surf beach and back to Kuta for afternoon swim - 80km.

TUESDAY 15 MAY

Early morning start for ride through lowland rice paddies then dense residential areas into the capital, Denpasar City; explore pungent markets, shops and the Bali Museum. Return to Kuta via Sanur with it's many Hotels - 40km.

WEDNESDAY 16 MAY

Leave Kuta via Sanur, Batubulan - see the stone carvers at work, Celuk - gold and silver jewellery manufacture, Blahbatuh, Gianjar to Klungkung a former capital and still a major arts centre. Lunch stop. Then on to Kusamba via the east coast through coconut groves, past offshore outrigger prahus (canoes), across the black lava plains to Karangasem for overnight stop.

THURSDAY 17 MAY

Karangasem uphill climb to Selat, leaving panniers at Putung Bungalows and on up the scenic climb to Besakih, 3000ft., to the thousand year old mother temple of the Balinese. Return to Putung Bungalows for overnight stop.

FRIDAY 18 MAY

Selat to Karangasem then turn north through Tirtagangga and onto the coast road to Air Sanih and its warm natural springs for overnight stop.

SATURDAY 19 MAY

Air Sanih via Sawan to the northern "capital" Singaraja. Overnight at Singaraja.

SUNDAY 20 MAY

Day exploring Singaraja and surrounding areas.

MONDAY 21 MAY

Singaraja along northwest coast road through sparsely-populated villages and the coconut plantations to the western tip of the island and the village of Gilmanuk for overnight stop. - 85kms

TUESDAY 22 MAY

Gilmanuk back down the connecting road towards Denpasar, through Negara to Tabanan for overnight accommodation.

WEDNESDAY 23 MAY

Tabanan across through Mengivi, Sangih and its famous monkey forest to Ubud for the start of 2 rest days.

THURSDAY 24, FRIDAY 25 MAY

Explore Ubud, centre for the arts, crafts, painting, goldwork and weaving, or relax in Balinese style.

SATURDAY 26 MAY

Return to Kuta via Mas, Batuan, Celuk, and Denpasar.

SUNDAY 27 MAY

Rest, swim and shop for souvenirs.

Ride to airport, repack bikes for passenger check-in by 1.45pm for departure at 3.15pm.

Arrive Perth Airport 7.40pm

Plane seats for Bali are limited to 14 and deposits will have to be paid by February 14 with final payment in March. Contact Martin for information.

STOP PRESS STOP PRESS STOP PRESS

Plane seats for Bali are limited to 14 and deposits will have to be paid by February 14 with final payment in March. Contact Martin for information.

STOP PRESS STOP PRESS STOP PRESS