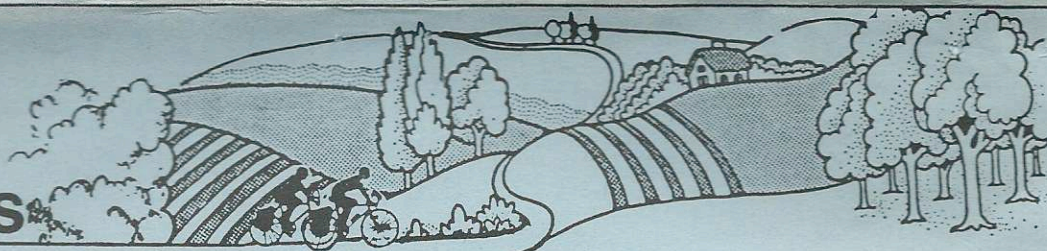


CYCLE TOURING ASSOCIATION OF W.A. (INC.)

EDITOR: Ron Bowyer

May/June 1985
Issue Number 64

tour notes



BRIDGETOWN/NOGGERUP LONG WEEKEND TOUR, 1-4 MARCH

It was an excited group of cycle tourists that gathered at the premises of Stockman and Son in Midland at 6pm on Friday 1st March. Excited at the prospect of a long weekend away from the rush of the city, to the peacefulness of cycling around the beautiful South-West countryside. For some it would be their first trip to Bridgetown, for others it would bring back memories of previous tours and the infamous 300km Achievement Ride. (Hope to see you all in the 300 this year!)

After a good drive down in the Mercy College bus, with bicycles firmly strapped to our beautiful new trailer, we rendezvoused at Noggerup Hostel with Martin and Helen Bunny and friend Denise. Martin had organised some maintenance work at Noggerup so we dropped off John Martin and Bob and Ben Stockman who were the willing helpers. The remainder of the bus party then travelled on to Bridgetown Y.H.A. where we found one room awaiting all six of us. Being the weary travellers we were, everyone headed straight for bed and slept soundly into the morning, disturbed only briefly by the odd mosquito and mysterious snoring which no-one would admit to.

Saturday dawned bright and sunny, and after a good breakfast our happy little band of cyclists set off on the road to Donnelly River. We struck our first hill, a rather large one, on the way out of Bridgetown. Everyone traversed it admirably, especially young Stephen Penman who gave us our first taste of just how strong a rider he is, especially on the hills. From then on it was no surprise who was to be the first to the top of each hill.

We stopped for morning tea at Donnelly River Mill and were immediately besieged by hungry March flies. It wasn't long before some of us had perfected the art of killing the March flies with one swipe of the hand. On the road back to Bridgetown it was decided to try a scenic detour via an unsealed road. This proved an unpopular choice and after a kilometre of sliding and battling to stay upright, we turned around and headed back to the main road. On arriving back at the Hostel at 2pm, it was siesta time for a few hours, then a scenic ride along the Blackwood River at sunset, highlighting its beauty.

We were joined on Sunday by 3 of the Veteran cyclists who had just driven down from Perth. Ron Masterman, Merv Girdlestone and Peter Cooksey made a welcome addition to our entourage. At 9am we all set off for what would be our longest ride, a 120km triangular course taking us through the townships of Nannup, Balingup and back to Bridgetown. This is one of the most scenic cycling routes in the South-West, winding through rolling farmland, native jarrah forests and lovely pine plantations, all on good quality, relatively quiet, undulating roads.

The March flies were particularly bad at one spot in the jarrah forest when we stopped for a brief rest, and we literally could not stand still. Any passing motorist must have thought us mad with all the hopping around and frantic waving of arms and legs to ward off the unwelcome visitors. We quickly mounted our bikes and outrode the little beasts. There was a beautiful mile-long descent into Nannup where speeds of up to 80km/h were reached. Breathtaking.

It was a very tired lot who pedalled back into Bridgetown at 5 o'clock Sunday evening to be greeted by John, Bob and Ben who had ridden in from Noggerup after completing their work. After showering, our now larger group headed to the Shell Restaurant to feed our tired and ravenously hungry bodies. The poor waitress (who I suspect was also the cook) didn't look very pleased to see our large group walk in. Perhaps she had had plans of finishing work early that night - but this was not to be the case. Despite this, the meal was very nice and capped off an enjoyable day.

Monday dawned sunny and slightly chilly. After breakfast we packed up the bus and cycled to Boyup Brook for morning tea, then on at a fast pace to Noggerup Hostel for lunch. Several punctures were encountered this day, being the only mechanical problems of the weekend. John brought the bus and trailer up to Noggerup, while Aileen drove Merv's car.

continued next page

NOTICE BOARD

New Award for Newsletter Contribution

The Committee is happy to announce a new award this year for the best contribution to this Newsletter - either written articles, photographs or drawings will be considered. Our aim, and we hope it is yours too, is to make this little bimonthly journal as interesting, informative and newsworthy as possible. The work of a few individuals can only achieve so much. With the help of all our members, I am sure the standard can be improved enormously so attracting more cyclists into our ranks and, hopefully, raising the image of cycling in the eyes of the community generally.

Sadly, however, we have to farewell the "Hard Luck Story of the Year" Award which has not met with great support in recent years.

C.T.A. Photo Album

The Association is endeavouring to update its photo album from 1982 onwards. It is intended to have 4 or 5 identifiable photographs for each year, thus building up a small but concise pictorial representation of the more significant events for 1982, '83 and '84.

We are particularly interested in photographs taken on the following rides:

	1982	1983	1984
Early Bird Time Trial	*		
Cycle Tourist of the Year			
- at presentation	*		
York Long Weekend	*		
Kalgoorlie Tour	*		
Opening of Mt Henry Bridge	*		
Piesse Brook Weekend	*		
Any of the Achievement Rides	*	*	*
First 300 km Achievement Ride			*
Donnelly River Weekend			*
Easter Weekends	*	*	*
Yunderup Weekend		*	*
South West Tour		*	
Brookton Long Weekend		*	
Triathlon		*	*
Gourmet Rides		*	*
Bali, Tour		*	
Noggerup		*	

The photographs can be B&W or colour, negatives or transparencies. If need be, a copy can be made so that an original can be returned to you if you wish. Any photos not used will be returned.

With any photograph submitted, we do ask you to provide some information ie. when and where it was taken and by whom.

Can You Help? Contact Richard Evennett on 444 8792 or any of the Committee Members.

Congratulations Susan

And a hearty "well done" to one of our regular cyclo-tourists, Susan Campbell, who has once again demonstrated her abilities by achieving a first in the Women's Division of the recent Katanning Triathlon.

Ride Leaders - To the Fore

Organizers of the Rides Programme would very much like to hear from Association members willing to lead our regular rides. You may have noticed that it tends to be the same old, tired faces out in front all the time. Don't be backward in coming forward. Call Tony Willis or Dennis Braddon (addresses and tel. on the back of this Newsletter) or give your name to any of the other Committee members.

TTT-Shirts Again

Have you got hold of one of those distinctive yellow CTA T-Shirts yet? You're in luck, because there are still a few left, sizes 10-22 all one price \$7. Ask our Treasurer, Fiona Neall for one or more in your size, our place your order with any of the Committee members.

Bridgetown/Noggerup Tour, continued

The bikes were loaded onto the trailer, cyclists loaded themselves onto the bus, and the weary but happy entourage returned to Perth on Monday afternoon. Thus saw the close of another delightful CTA tour. Thanks to all who participated, making the weekend so enjoyable.

PARTICIPANTS

Ron Bowyer
Susan Campbell
Richard Evennett
John and Aileen Martin
Stephen Penman
Neil Porteous
Bob and Ben Stockman

Peter Cooksey)
Merv Girdlestone) Veterans
Ron Masterman)

Susan Campbell

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Safety Corner

Cyclists have recently been asked by the Police Minister Jeff Carr to heed their responsibilities when using dual use paths. The rules include:

- giving way to pedestrians
- keeping as far as possible to the left side of the path
- using lights and reflectors after dark.

The Minister warned that cyclists may be held liable for damage inflicted upon other path users.

Talking about rules, our President has been looking up some portions of Road Traffic Code which apply particularly to cyclists.

Did you know that:

1. Riding two abreast on a dual-use path contravenes Reg 1303/1A?
2. Every bicycle should carry two yellow side reflectors on each wheel and yellow reflectors on both sides of each pedal (Reg 3007)?
3. A bicycle when ridden during the hours of darkness should carry a lighted white headlight and a lighted red rear light (Reg 3009)?
4. When the next motorist complains that you are not riding in single file on HIS road, you can quote Reg. 1303/1 at him? The relevant bit reads "...a person shall not ride a bicycle so that it is travelling abreast of more than one other bicycle."



USE YOUR HEAD - WEAR A HELMET

12 Hour Time Trial

— Ron Masterman

The 12 Hour Time Trial was successfully held on 4th November with 10 entries. In fact there were 9 starters with an age difference of over 40 years. One starter rode down from Rockingham at 3.00 a.m. and started within 2 minutes of arriving in Mundijong. A young lady took a train to Armadale on the Saturday night, slept until the early hours on a pile of luggage and then rode to Mundijong before 5.00 a.m.

At 5.00 a.m. a gale was blowing but this did not deter our stalwarts who set off as though they were in a 10 minute track race. However it did not take long for them to settle down and set about the day's work.

We lost one rider who headed for Mandurah instead of Serpentine. The next one to go had 2 tyres puncture at once - and he had only one spare tube and no pump. Two other riders had retired by the half way stage.

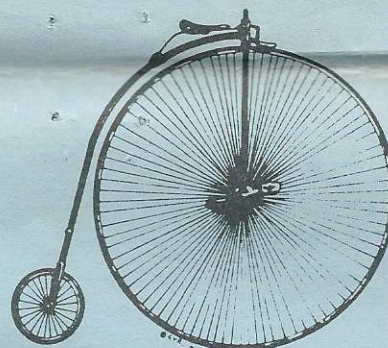
As the day progressed, the wind dropped and the temperature rose without deterring the remaining riders. On the final circuit, the weather changed completely as a storm broke and soaked the hardy stayers with heavy rain and hail. I believe Aileen sheltered under a tree, Gerry Allen crashed on a level crossing while John Martin, having learned that he had topped 300 km, increased his speed ignoring the weather and knocked half a minute off his previous lap time.

Meantime, David Doust seemed to find a new lease of life in the last few hours and seemed in better shape than in the middle period. Merv Girdlestone was still riding strongly at the end but was obviously very tired, just missing the 300 km by 2 km.

It appeared that a good time was had by all but let us double the entry numbers next time.

Final results were:-

Gerry Allen	}	GOLD Award (over 300 km)
John Martin	}	
Merv Girdlestone	}	SILVER Award (250-300 km)
David Doust	}	
Aileen Martin	}	BRONZE Award (200-250 km)



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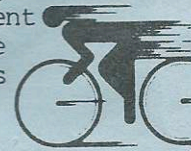
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40 Kilometer Achievement Ride

In keeping with previous years the 1984 Forty Kilometer Achievement Ride was held in overcast dull conditions with light rain falling at times during the event. This did not deter the 21 members and visitors who chose to brave the adverse conditions and test themselves against the course and the clock.

Unfortunately for some of the participants the course had the better on the day. Bryce Cole was forced to withdraw from the event after only 10 kilometers with spoke problems, Anthony Kinsella withdrew after completing 35 kilometers and Tony Willis, having been plagued for the entire event with punctures, was forced to finish the last lap riding on the back rim.

Congratulations must go to all who managed to finish the course, of these Gerry Allen must get a mention for clocking the fastest time (1 hour 11 minutes 52 seconds). Special thanks to Aileen Martin for assisting in keeping track of the participants as they lapped the course.

Those who participated were;

Charles Pierce	1:46:18	Chris Pilling	1:20:48
Alan Ackerman	1:23:46	Gerry Allen	1:11:52
Mel Shead	1:19:18	Brian Marsland	1:13:01
Susan Campbell	1:35:31	Bryce Cole	w/d
Tony Willis	1:48:18	John Martin	1:18:10
Ron Bowyer	1:26:20	Peter Cooksey	1:18:20
Tim Newton	1:28:19	Merv Girdlestone	1:21:16
Mick Russell	1:19:00	Brian Jahn	1:49:24
Anthony Kinsella	w/d	Charles Hansen	1:21:43
John Sherwood	1:24:57	Gail Cole	1:29:45
Sue Bailey	1:27:30		

Ode To Allan Booth

Our friends have been out cycling
In the blazing sun all day
They're feeling very tired
And the Hostel's miles away

They sit down quite exhausted
And the boys just fall asleep
Will they e'er get to the Hostel
When the road's so very steep?

Then they hear a merry whistle,
And "Bootsie" comes along
For he is tail-end charlie
And his wheels just roll along

Ian G. ("Rabbie") Smith

He also has a friendly word for motorists ...Ed.

Annual General Meeting 1984

The Hard Luck Story of the Year

During the course of the year, one of the hardest of C.T.A. identities presented himself for a long list of rides. However this particular rider has two phobias in cycling - rain and gravel roads.

On the day in question, the weather was fine and this trim, taut rider turned up for the Walyunga ride on his super lightweight racing machine.

Unknown to him, the leader Iain Smith had planned a scenic detour along a hilly, winding gravel road. The look of joy and confidence on our nominee's face faded as we approached the gravel and he became increasingly disenchanted as we jiggled our way over the ball bearing surface.

After putting up with the "torture" for 7 km, our friend packed it in, turned around and headed home, fuming. He therefore had ridden 14 km of gravel. Little did he know that it was in fact an 8 km gravel road and the group soon reached a smooth bitumen surface.

Dennis Braddon is my nominee for the Hard Luck Story of the Year.

Dale Neill

Sadly, it would appear (see item in "Notice Board") that this will be our last "Cycle Tourist of the Year" story. However, we trust that with your responses to the new award, we will be able to make the Newsletter even more readable and informative than it is at present. ...Ed.

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CALENDAR: May to July 1985

May 5 **Papa Luigi's Ride**
Grade: * Time: 10.00 am Distance: 25 km

Join us at Trigg Surf Club for a leisurely ride to Papa Luigi's in Fremantle.

Leader: Dale Neill Contact: 447 8168

May 12 **Croyden Tea Rooms**
Grade: ** Time: 9.00 am Distance: 60 km

Meet at the Causeway carpark and travel via Kalamunda to Croyden Tea Rooms for a Special General Meeting to finalise changes to the Constitution.

Leader: Tony Willis Contact: 457 2191

May 19 **Lake Leschenaultia Ride**
Grade: *** Time: 9.00 am Distance: 120 km
10.00 am 80 km

Meet at the Perth Railway Station at 9 or Midland Town Hall at 10. This is another popular ride. Tea at Gidgee and lunch at the Lake where the Deli serves drinks etc..

Leader: Dave Millward Contact: 384 2364 h
386 0308 w

May 26 **Mussel Pool Ride**
Grade: * Time: 10.00 am Distance: 45 km
11.00 am

Meet at Perth Railway Station at 10 or Midland Town Hall at 11 am. An easy, enjoyable ride with a restful lunch at Mussel Pool.

Leaders: Fiona Neall Contact: 294 3682
Stephen Booth

May 31 - June 3 **Pemberton Long Weekend**
Grade: **-XH Time: 6.00 pm (members only)

Meet at Stockman and Son, 15 Loton Ave., Midland on the Friday evening at 6 pm. Travel to Pemberton by bus. Obtain full details from John Martin and register with him. Limited number of places.

Leader: John Martin Contact: 349 2310

June 2 **Walyunga Picnic Ride**
Grade: *** Time: 10.00 am Distance: 90 km

An alternate ride for those not going away. Meet at Perth Railway Station at 10 or Midland Town Hall at 11 am.

Leader: Tony Willis Contact: 457 2191 h

June 9 **Rockingham Ride**
Grade: *** Time: 9.30 am Distance: 100 km

Meet at Fremantle Railway Station and take the back roads to Rockingham for lunch. Shops at Rockingham.

Leader: Dave Millward Contact: 384 2364 h
386 0308 w

June 16 **Swan Valley Tour**
Grade: ** Time: 10.00 am Distance: 50 km

Meet at Midland Town Hall for an easy ride along the picturesque Swan Valley.

Leader: Stephen Booth Contact: 294 3682

June 23 **100 km Achievement Ride**
Grade: H Time: 9.00 am Distance: 100 km

The same popular route as last year. Meet at the Kelmscott Railway Station. Time limit 5 hours.
COST: Members .. free entry. Badges .. \$2.50
Visitors .. \$6.00

Leader: John Martin Contact: 349 2310

June 30 **Carriage Coffee Shop**
Grade: * Time: 1.00 pm Distance: 25 km

Meet at the Perth Railway Station for a leisurely ride to Fremantle for afternoon tea.

Leader: Dennis Braddon Contact: 335 6833 w
337 9796 h

continued on back page

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rides programme

continued

July 7 Mount Dale Ride
Grade: *** Time: 10.00 am Distance: 50 km

Meet at Stirk Park, Kalamunda, (top of Kalamunda Road) for an easy ride to Mt. Dale and enjoy the view.

Leader: Bob Stockman Contact: 293 5278 h

July 14 Wungong Dam Ride
Grade: *** Time: 10.00 am Distance: 80 km
11.15 am 30 km

Meet at Perth Railway Station at 10 or Kelmscott Railway Station at 11.15 to ride to the new Wungong Dam.

Leader: Ron Bowyer Contact: 325 0101
ext 2422 w

July 21 Kings Park Breakfast Ride
Grade: * Time: 9.00 am Distance: 15 km

Meet at the big log in Kings Park for a leisurely tour of the Park followed by a BBQ breakfast.

Leader: Dennis Braddon Contact: 335 6833 w
337 9795 h

July 28 200 Kilometer Achievement Ride
Grade: XH Time: 6.45 am Distance: 200 km

Meet at Midland Town Hall at 6.45 am to register for this popular event on the masochist's calendar. The start time for the event itself will be strictly 7 am. There is a 12 hour time limit.

COST: Members .. free entry. Badges .. \$2.50
Visitors .. \$6.00

JARRAHDALE SCORCHER

It was the middle of Perth's February heatwave. On the Saturday night the weatherman hinted at a cool change and so next morning 18 riders assembled for the Jarrahdale ride. Unfortunately it turned out to be the hottest ride in CTA history.

Tony Willis led us at the usual cracking "Jarrahdale pace" on what was a superb ride - apart from the frightening heat. After the Jarrahdale lunch stop we were riding in mid-afternoon heat and had to make numerous stops at delis for ice-cold refreshment.

For the record, the temperature that day peaked at 43 degrees, but it was probably closer to 50 degrees on the tarmac - the heat from the road was as intense as that from above.

If you are riding in warm to hot weather, these HANDY HINTS should be borne in mind:

- wear a shady hat - avoid the risk of sunstroke and burning.
- drink plenty of fluids - Staminade replaces essential body salts.
- water squirted through holes in the helmet or doused over shirtfronts brings relief to hot riders.

Paul Kittler
Jane Slack-Smith
(UWA Cycle Club)

SWAPMEET - 23rd February, 1985

CTA's Swapmeet was a resounding success.

This was a tribute to the hospitality and organisation of the Martins, the enthusiasm and good humour of the auctioneers Mick and Ian, the demonstration of technical expertise by Dave and Martin.

There was a reasonable range of unwanted or superfluous items for sale; the usual reluctance or reticence of prospective buyers was almost overcome by our intrepid auctioneers. A spirit of camaraderie, however, ensured the social success of the gathering.

Thanks are due to all who provided a veritable banquet for us to consume.

There is every reason to look forward to the Swapmeet becoming an annual event.

John Quintner

Cycle Touring Association Of W.A. (inc.) Fostering Cycle Touring and Protecting the Interests Of Cyclists

C.T.A. Committee for 1985

President: John Martin
9 Whittle Place
Stirling 6021 H. 349 2310

Vice-President: David Millward
95 Servetus Street H. 384 2364
Swanbourne W. 386 0308

Committee Members: Ron Bowyer
44 Kinninmont Avenue
Nedlands 6009 H. 386 6816

Dennis Braddon
3 Dalston Crescent
Kardinya 6163 H. 337 9796

Secretary: Stephen Booth
26 Tunnel Road
Swan View 6056 H. 294 3692

Treasurer: Fiona Neall
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Martin Bunney
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Attadale 6156 H. 330 3659

Tony Willis
36 Torridon Avenue
Lynwood 6155 H 457 2191

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

FOR DETAILS OF CLUB MEMBERSHIP PLEASE CONTACT THE TREASURER.

EUROPEAN TOUR

AUGUST - SEPTEMBER 1984

The observation has recently been made that the car is the ultimate bicycle accessory. After our experiences in Europe last year, I would like to suggest that it is the Boeing 747 which is the ultimate accessory with perhaps the train coming into second place.

Certainly it was the Jumbo and some very friendly treatment from British Airways which enabled about half of our number to arrive at our European destination with trusty steeds in one piece yet paying nothing for transportation of the bikes. In fact on no part of my own journey were they even weighed!

The tour itself was the initial brain-child of Neil Porteous who, in the columns which follow, gives us some idea as to how the planning came together. As it finally evolved, the tour was actually run in three separate sections to allow people to participate in as much as they wished without putting too much strain on the budget and leave commitments.

The first stage was run in Holland commencing in Amsterdam, proceeding in a semicircular sweep north, across the big dyke then slowly curving southward, ending at Arnhem. Without boring you with all the details, Holland was simply charming. We had glorious fine weather, the bike paths and route maps were unbelievably good, Youth Hostels were attractive, cheap and well-run - and the company was cheerful. Only one thing marred our enjoyment on this stage. Alan Bourne was knocked off his bicycle by a motorist on the very first day and spent the next three days in a hospital bed recovering from head injuries. Although some of his problems still exist, I am glad to say he has almost fully recovered. What a terrible way to learn that it is best to wear a helmet while riding on the road!

Participants in Stage 1 were:

Elizabeth Segal	Karen Putland
Nicole Cyr	Alan Bourne
Neil Porteous	Ron Bowyer

Stage 2 commenced in Stuttgart on 29th August and the group meandered through this wonderfully scenic part of Southern Germany. Liz Segal unfortunately found the hills too tough after the first day and made the courageous decision to leave us. Still revelling in the marvellous sunshine, the remainder of the party had our first rest day in Titisee then crossed the Swiss border. (We soon became quite nonchalant at border-hopping as never once were we required to stop and produce papers. Such is the aura surrounding cyclists on the continent.) We encountered our hottest day of the tour in northern Switzerland but were soon in cooler weather around the lakes. Our route took us around almost the entire shore of Lake Geneva. On the southern side we passed in and out of France before reaching Geneva, the Stage 2 destination, on Friday 7th September.

Stage 2 participants:

Liz Segal	John and Aileen Martin
Neil Porteous	Ron Bowyer

Stage 3 commenced in Geneva where we successfully met up with our last participant John Quintner. He had to be rechristened JQ on the first day to avoid a confusion of "Johns". As the rest of had become hardened to hill-climbing in the Black Forest, we resolved to start this last section in a more leisurely manner to allow our new arrival to settle in. Poor devil - we did 82 km on the first day, the last 11 being a steady climb as we looked for accommodation on our "easy day". We started to encounter a little damper weather at this stage but it did not affect the enjoyment of the scenery or the enthusiasm for the friendly surroundings we found for ourselves each night in small family-run hotels. We were coming into wine-growing districts now and memory of details of the evening meals becomes hazy. Nevertheless all of us (except John Martin) became addicted to strong French coffee and fresh croissants partaken at most hours of the day. A most memorable evening and morning were spent in les Eyzies where our unattached males made the acquaintance of three charming English ladies whose husbands were conferencing elsewhere. Alas, the spirit of the occasion was remorselessly quashed by the spirit of the drains which happened to be quite active at the time. Perhaps, ladies, another time and place?

Finally, our good luck with the weather ran out and by the time we arrived in Brive we were glad to take shelter, relax and do a bit of shopping before travelling by chartered bus to Paris.

Stage 3 participants:

John Quintner	John and Aileen Martin
Neil Porteous	Ron Bowyer

The total "official" distance for the three stages was a little over 2200 km but unofficial excursions on rest days and in the evenings brought the total to around 2500 km. What a lot there is to see from the saddle of a bicycle in Europe.

Ron Bowyer

The Planning

At 6 pm on 12th August 1984, a small group of CTA members met at the Amsterdam Youth Hostel opposite the picturesque "Vondelpark", - the Kings Park of that ancient city.

The next morning in brilliant sunshine we embarked on our memorable tour of the Netherlands and this was followed by equally successful touring in Germany, Switzerland and France.

The planning however had started two years earlier and many people had participated. Although time-consuming, this stage of preparation was a pleasurable team effort which paid dividends once we were on European soil. To start with, we read travel books about the selected countries to locate the areas of major touristic significance. We then contacted the National Tourist Offices of these countries (nearly all of whom are represented in Australia) and requested pamphlets, maps, tourist brochures etc. These approaches proved most rewarding and afterwards the resultant mass of material had to be carefully sifted until a draft itinerary began to evolve. At this stage, we contacted experienced CTC tour leaders who were fully conversant with the areas of interest to us. The eagerly-awaited replies provided heaps of useful information plus many DOs and DONTs. The importance of appropriate-scale, up-to-date maps was always emphasized.

Three stage leaders were appointed, each responsible for their own itineraries but naturally we helped one another and had a good deal of fun in the process. We had all gone over our routes so often during "dry runs" in Australia, that we felt supremely confident when the real thing began.

The success of our tour is due in no small part to assistance from Ton van Royen and his wife (Netherlands stage), Hans Zeck (Black Forest) and Nicole Cyr, our Berlin-based member who kindly provided us with superb maps for stage 2. Our thanks go out to these people for their constructive support and encouragement.

Neil Porteous

French Connections

With lots of excitement and a degree of trepidation, I watched our bikes disappear at Perth Airport and said a little prayer that they would reappear safe and sound at Charles de Gaulle Airport. Miraculously, this happened some 20 hours later. We changed our clothes and loaded up, teetering outside on the start of our 25 km into Paris. It was nervewracking at first as, along with everyone else, we had to ride on the "wrong" side of the road. Nevertheless, thanks to John's good navigation, we made it straight to our Hotel.

The next day being Sunday we arose early and cycled around Paris until mid-morning. What a way to see this magnificent city. Along the main boulevards are marked cycle lanes and although motorists do use them, cyclists have right of way.

The following day we headed out of Paris and across France to Strasbourg. We chose mainly departmental roads through beautiful countryside and stayed overnight in small family-run hotels. At Strasbourg we crossed into West Germany which disappointed us at first. The visual pollution hit us and we were also forced to cycle on a busy highway. But by lunch-time we were on the edge of the Black Forest area and, despite striking a small mountain en route (we climbed 955 km in 8 km), the scenery was magnificent and we stayed overnight at Freudstadt. From there it was an easy day's ride into Stuttgart where we met up with Liz, Ron and Neil. After two day's rest we left Stuttgart to cross through the Black Forest again, this time from north to south, making our way down to Geneva.

Back into France again and the spectacular scenery seemed endless, in particular the Gorges du Tarn and following the banks of the Lot River. We ended our cycling in Brive and from there bussed up to Paris.

In general we found motorists much more considerate to cyclists than in Australia, and the French people very interested in our travels and helpful. Accommodation in family-type hotels was inexpensive in France and Germany but comparatively more expensive in Switzerland.

We flew both ways with British Airways and they accepted our bikes as normal luggage. They travelled quite well except for some damage to paintwork. This was the first time I had cycled continuously for longer than a week. I found that I became stronger the further I rode and that cycling became for me a way of life. I even got to pity the poor people who motored past in their airconditioned bubbles.

Aileen Martin

Memoirs de France

Sitting at my desk and gazing out over Wembley, with my Michelin Tourist Guide close by, I can daydream away quite happily about the "French experience". Somewhat lost and lonely in Geneva I recall my relief at the appearance of Neil and bicycle on the other side of the Rhone. A hearty shout stopped him in his tracks and I was soon part of the happy band of cyclo-tourists.

Despite a well-thought-out first aid kit aboard, medical problems were few and mainly confined to dietary indiscretions. Some ate fallen fruit (against medical advice) and a classic case of "la grippe" seemed to be developing, but a quick natural recovery was seen in time for the evening meal. John Martin's intestinal fortitude was severely taxed on the ride out of Paris to the airport. Aileen and I were only able to help him by removing the burrs and nettles he accumulated after his sojourns into the bushes. The Martin's predisposition to frost-bite was also worrying in the mountain air, but no amputations were required. Neil was fortunate that he did not sustain visible injury when he was attacked by stones falling from the pylon bridge at Tours. He did, however, give a good impersonation of an injured party.

We had many educational experiences. The R-rated movie in Rodez was not the most taxing but very enjoyable nevertheless. An exhibition of Kamikaze-style bus driving from our aged, deaf and partially-sighted but extremely voluble bus driver had us all on the edge of our seats. CTA members would have been proud of our navigational skills whilst travelling on this van from Brive to Paris. Our resourcefulness was also fully tested by the problem of where to hide our bikes in Paris. Twice daily coffee stops being mandatory, considerable efforts were made to develop cafe-spotting into a fine art.

Technical skills came to the fore only when Ron's rear derailleur spring snapped on the final day out of Brive. Mending the odd puncture was accomplished with the usual CTA fervour.

On the social scene, Neil showed undoubted charm when confronted by a group of English lady tourists in Les Eyzies. They were bemused by his earnest description of washing out his panties (actually panniers). Unfortunately, the air at Les Eyzies was not conducive to our planned happy breakfast with them. It took some days to recover from the evil vapours and regain one's spirits.

TWO AND ONE HALF YEARS ON

- A REPORT SUBMITTED BY MR PETER GRALTON,
CO-ORDINATOR OF BICYCLE POLICY IN WESTERN AUSTRALIA.

Time flies by doesn't it? Who would believe back then so much would have been achieved? We have now nearly 70 local authorities in WA actively engaged in providing cycling facilities within their respective localities, in order to get children safely to schools and recreation areas. This figure is nearly 50% of all local authorities in WA and includes such disparate localities as Wyndham, Albany, Kalgoorlie, Northampton, Mandurah, Dandaragan and Toodyay. Some local authorities are performing much better than others, please ensure that your local authority is active in this regard, i.e. the provisions for safe cycling in your area.

Much has happened since I last wrote to you. These events are not tabled either chronologically or in order of importance. Some are remembered better than others:-

The actual installation of the DUP in the Mitchell Freeway Reserve from Scarborough Beach Road almost to Powis Street Glendalough. This will be extended to link up with the DUP around Lake Monger, and then will be extended along Lake Monger Drive, Vincent Street, to Oxford Street. From there we are only a stone's throw from Roe Street. Extensions from Scarborough Beach Road North to Warwick are under construction and will be completed shortly. Thanks Main Roads and City of Stirling.

The DUP along the Kwinana Freeway has now been bitumenised from Mount Henry Bridge to the Hardy Street overpass in South Perth and must rank amongst the best. Thanks Main Roads Department.

The first ever traffic restrictor has been constructed in WA outside Neerigen Primary School, Seventh Road, Armadale. This device has had a dramatic effect on lowering the speed of vehicles passing the school. More are to be installed in 1985. Thanks Main Roads Department. The DUP from Canning Bridge to the Mount Henry Bridge on the Melville side of the Canning has been completed. Thanks Melville.

Traffic Loop detectors that can and do detect bikes are being installed at traffic lights throughout the metropolitan area as quickly as funds are available. These detectors are the most modern available in the world and are easily seen by day and once you recognise them you will be able to spot them at night. The detectors take the form usually of a long rectangle in the road surface which is marked by a saw cut and filled with tar. If you ride on or alongside or in between these cuts you will be detected. Thanks Main Roads Department.

The extension of the DUP from Riverside Drive, Crawley through the National Park to Broadway, Nedlands has been completed. Thanks Subiaco. Monies have been made available to extend this to Sunset Home, Dalkeith. Two more links in the chain of the Round the River Ride.

The paths around Bibra Lake and Lake Monger. DUPs were constructed in Albany, Manjimup, Mandurah, Kwinana, Cockburn, Gosnells, Armadale, Swan, Mundaring, Wanneroo and so it goes on. It is very pleasing to note that some of these local authorities, notably Manjimup and Albany, will complete their entire schemes this year and many more are breathing down their necks. These installations involve many hours of bush work.

The Perth Bike Plan Team is working steadily and effectively toward its objective. They also took on the organization of Perth's first Bike Week in which, I trust, many CTA members were involved.

Commonwealth Employment Project funding is still being made available in 1985. Applications have been processed and monies from CEP have been allocated to the provision of Dual Use Paths throughout Western Australia. The exact amount as yet is not known nor are the recipients but it is felt that the amount allocated will not be insignificant.

The Western Australian Government grants to the Bicycle Policy Committee rose this year to \$340,000 of which the Committee allocated some \$140,000 to engineering works and the rest to education and encouragement, salaries, contingencies and travel, posters, maps, pamphlets, training of school teachers at the National Safety Council, production of a film etc. etc. Over 300 teachers have been trained by the National Safety Council in safe bike riding and courses have been conducted by the NSC in remote centres eg Kalgoorlie.

A series of 6 posters for use in schools has been produced. Some 6,000 copies of "Round the River Ride" have been purchased and are nearly all gone.

Wembley Technical College Cartography Section is producing a 4 colour map of the Dual Use Paths at the Narrows interchange and in Kings Park. This could be an ongoing project covering DUPs throughout WA and is very much appreciated. Many thanks to all those concerned at Wembley Tech.

The use of helmets is increasing very noticeably. Please wear yours whenever you ride and set a good example to all, especially the young kids.

Very little vandalism (touch wood) is occurring on the DUPs. The worst places are at both ends of the Causeway. Please contact me on 384 4465(H) or 325 7088(W) if you see anything on the DUPs that should be remedied.

Applications have been submitted to try and obtain funds from the America's Cup Defence for DUPs in and around Fremantle. If the application is successful it will enable a DUP to be placed in front of the State Engineering Works above Rocky Bay from the Mosman Park boundary to Rule Street and from Johanna Street along the foreshore to the Stirling Bridge and so link up to the wharf area and Fremantle City.

In conclusion, I would like to state that the network of DUPs in WA has increased enormously. The degree of co-operation received from all people, authorities, organisations and departments has been of the highest order.

Thanks to them all but I would like to take this opportunity to thank especially the Commissioner of Main Roads and his staff for the many works they have implemented this year for cyclists of WA. Thanks Mr Commissioner and staff. I would also like to thank you for letting me contribute to your newsletter.

Memoirs de France, continued

The French were kept well at a distance by our command of the language although we did have a close call (we think) outside a bike shop in Paris. All business transactions were conducted by Ron's calculator and we found most hoteliers and shopkeepers understood its language.

Gastronomic delights were in abundance but space precludes their adequate elucidation. Dinner at "Le Truffe Noir" will linger long on the taste buds. The piquancy of freshly baked croissants, brioches and the endless varieties of cheeses and wines produced many delightful moments. Neil's enthusiasm for olives may be a little curbed but all were enthusiastic about Greek food (even John Martin) after our few nights eating out in Paris. A little longer spent on the tour would have seen all eating escargot without batting an eyelid.

We were all converted into Francophiles by the end of the trip and hope that many others may follow in our tyre treads.

John Quintner

The C.T.A. Cyclists' Defence Fund

Each year, when the transfer of funds to the C.D.F. is shown on the financial statement at the Annual General Meeting, questions are raised as to what the fund is for.

Here, in this invited article, Dale Neill gives us some background to the CDF and how it could be of use to members of the C.T.A.

The CDF was established in 1975 about 12 months after the founding of the C.T.A. C.T.C. (Cycle Touring Club, U.K.) and C.T.A. Life Member Harry Flint made a series of generous donations and requested that the money be used to establish a fund that would assist members who incurred injury or loss while cycling. Since then, the C.T.A. has directed a small portion of its income annually to the C.D.F.

Purpose Of Fund

The purpose of the fund is to pay for legal advice and/or representation where a C.T.A. member has incurred loss or injury while engaged in cycling.

It should be stressed that simply being a C.T.A. member does not automatically give that member access to the fund. The nature of the incident, the likelihood of success in litigation and the member's history of service to the C.T.A. are all taken into account. The final decision on the provision of support is made by the C.T.A. Committee.

Principle Of Support

Where the Committee does decide to support a member, it normally means paying such legal fees that are required to bring about a successful action.

If the action is successful, the C.T.A. is to be reimbursed from the proceeds of the claim and the member receives the balance.

If the action is unsuccessful, the C.T.A. bears the cost.

Examples Of Possible Cases

1. Cyclist hits large pot hole - damages front wheel and incurs broken arm. Claim against authority responsible for road e.g. Main Roads Department or local authority.
2. Dog attack results in torn track suit and stitches to calf. Claim against dog owner.
3. Car driver opens car door resulting in bent forks and frame and cyclist suffers concussion. Complex 4-part action - through M.V.I.T., Police, driver's insurance and civil action.
4. Cyclist hits child pedestrian on dual-use path and is sued for personal damages. Defence of cyclist.

General Advice

If you are thinking of having an accident while cycling - don't!! The complications are twice as great as those involved with motor vehicle accidents.

If you are involved in an accident follow this procedure:-

- a. collect all information at the time of the accident, especially witnesses (if you are conscious)
- b. contact the C.T.A. for referral to legal advice
- c. if appropriate, apply to the C.T.A. for assistance from the C.D.F.
- d. report to the police and insist the report be accepted.
- e. where personal injury occurs, lodge a claim with the M.V.I.T.
- f. lodge a claim with the vehicle driver's insurance company for damage to your machine.

Conclusion

One of the main reasons cyclists are often treated in an off-handed way by officialdom is because of the generally apathetic response of cyclists. In most cases the cyclist is his own worst enemy for adopting a "she'll be right mate" attitude.

It is imperative that cyclists, and particularly C.T.A. members, treat any incident that causes them personal loss, damage or injury with the seriousness and diligence it deserves. Not only will you be helping yourself but, more importantly, you will be making a contribution to educating the public and the authorities and in so doing improving the lot of the next generation of cyclists.

Footnote

In the U.K., the C.T.C. pursues cases on behalf of its members to the tune of about \$50,000 each MONTH. Straightforward and simple cases are handled by the C.T.C. itself by letter, lodging a claim against the motorist/dog owner/local shire etc. Complex cases are passed on to one of the three specialist lawyers engaged by the C.T.C. Approximately 80% of their letter claims are successful.

Dale Neill

Thought For The Day

There is no such thing as a flat road because the earth is round. You are therefore either going down or up.

Iain G. Smith