

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

EDITOR: Ron Bowyer

September/October 1985
Issue Number 66

tour notes

PEMBERTON LONG WEEKEND

May 31 - June 3

Here follows a trilogy. If it were in the Chaucerian style, the first account would be:
DENISE'S TALE.

A TAIL OF WOE OR REFLECTIONS FROM THE REAR

Black ones; red ones; maroon ones; blue ones; wide ones; narrow ones; ample ones; lean ones; and all going like the clappers.

I should know. I had the best vantage point of them all - bringing up the rear (resplendent in my new Betskins gear) and struggling to keep within cooee.

The scenery was said to be wonderful, too. Not that I had much time to look. I was too busy watching the tails in front and dodging potholes, gravel, railway lines and the like.

After all, it was my first CTA tour, and my very first time on my new (second-hand) bike which Martin Bunny had so kindly set up for me - and then coaxed me onto, toe-clips 'n all. Not to mention the new saddle, which gave me a very sore one - tail, that is!

But then again, 200 km over three days is no mean feat for a beginner I figured. (No, my feet were about the only part of me that wasn't sore, when I think about it).

All frivolity aside, I would like to commend John Martin for his excellent and thorough organization of a very enjoyable weekend, and to spread the word to non-members and prospective members that the CTA is a very professionally-run organisation, catering for all ages and degrees of fitness, from those who can endure long, hard rides, to those like me who are just beginners trying to get fit and improve their stamina.

Not once did I sense any impatience from the fitter riders: rather, many of them (and here I would like to especially thank John Martin, Martin Bunny, Geoff Creighton, Bob Stockman, Allan Booth and Neil Porteous) went out of their way to coach, coax and cajole me into persevering; and there was always someone willing to pedal slowly while I caught up. For such a diverse group, with ages ranging from 11 to Grandfather, I sensed a strong bond and feeling of camaraderie and a genuine warm welcome to newcomers. Nothing is too much trouble, and those who are able to offer assistance of any kind do so willingly and without fuss.

I feel privileged indeed to be a member of the CTA and to have had the chance to enjoy the fellowship and fun of the Pemberton weekend. But oh, how I long for the day when I too can call out "hole" or "gravel" or "railway line" and know there's someone behind slower than me to take heed!

Denise McEvoy

Now follows DIANA'S TALE.

"Make sure you take your thermal underwear" and "watch out for the Orange People" were the only comments forthcoming from my workmates when I announced I'd be spending the weekend in Pemberton. Taking this advice to heart, I packed almost every item of winter clothing I own, expecting to need triple layers of everything. Defence against the cold was thus easily arranged. As defence against the Orange People, how better could I equip myself than to hide in the company of gaudily-dressed eccentric cyclists?

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NOTICE BOARD

300 km Achievement Ride

12th October, 1985

This event will have 3 starting times: 3.00 am (18 hr), 4.00 am (16 hr) and 5.00 am (14 hr). This is to enable riders to select a group which will be travelling at a speed compatible with their own level of fitness and also to allow all to finish at approximately the same time while still enjoying the ride.

Entries close with John Martin on 15th September so move NOW. Entries must be made on the official form (available from John) and all monies paid by the due date. The accommodation and transport available will limit the number of entries so contact John now on 349 2310 (home) to avoid disappointment.

Please note that C.T.A. members have preference where numbers have to be restricted.

Brevet Awards

In addition to the information given concerning the 300 km Ride, note that it is also possible to earn a Brevet Award over either 300 km or 600 km on the same weekend. The same conditions of entry apply - contact John Martin on 349 2310.

September 27-30 Quindalup Weekend

(now Yalingup)

Meet at Stockman and Son's workshop, 15 Loton Avenue, Midland at 6.00 pm on Friday, 27th September.

The group will travel to Caves Caravan Park, Yalingup, in the Mercy College bus with the bikes on the C.T.A. trailer (bikes travel at owner's risk).

Please restrict luggage to what you can carry on your bike if possible.

The usual breakfasts will be provided as will tea, coffee, Milo, sugar, butter etc.

Accommodation will be in on-site caravans so bring your own sleeping bag.

Please book with John Martin (tel 349 2310) by 15th September. Total cost for accommodation, transport and breakfasts \$23.00. NO BOOKING CONFIRMED WITHOUT PAYMENT IN FULL. Limited numbers possible so book early.

PEMBERTON continued

So with a sense of self-satisfaction and keen anticipation, I joined the 25 CTA members who made the trip. I was expecting to have a great weekend and was not disappointed. Friendly company, good weather, good food and comfortable rustic accommodation made a wonderful backdrop to a picturesque cycling weekend. As everyone who's been to the south-west knows, the country is beautiful. As an interstate new arrival who'd never been south of Fremantle, I was especially delighted by all I saw.

The volumes of food that can be so easily consumed by cyclists still holds a fascination for me. Surely one member should be in the Guinness Book of Records for the amount of muesli to be piled into one bowl! A small miracle occurred when he actually managed to add milk without the mountain collapsing.

Another member had a protracted, friendly conversation with an Asian gentleman in orange clothing sporting a large necklace with medallion. This incident occurred in front of a timber dwelling bedecked with Rajneeshi trappings in the heart of Karri Valley. Incredibly, our member did not realize until told afterwards that he'd just had a Close Encounter of the O.P. kind! No marks for observation.

I have just arrived home in Perth with a very tired but very satisfied feeling. Many thanks to all the CTA members who've made me so welcome and special thanks to John Martin for doing such a fantastic job of organizing the whole thing.

Diana Wellby
(Adelaide visitor)

... and the finale - Helen's tale, aptly entitled:

This Time a COTTON TALE (Tail)

Bob Stockman's garage saw the christening of the 7 bike mounting to fit a standard box trailer as 21 cycles departed for Pemberton on Friday evening on the two special trailers. After an unintentional detour, pea-soup fog and mud roads we reached the Pemberton Youth Hostel at midnight where the "oldies" headed for cold beds whilst the "youngies" sat by the fire until the wee hours.

Dawn was preceded by clear sky and near freezing temperature, but Booth-ian porridge and extra clothing soon had us all out on the Inaugural Sortie into the town of "Orange". Surprise, surprise! Not one O.P. to be seen, but the farmland and forest surrounding Pemberton was resplendent in enough shades of green to warm the heart of an Irishman. After lunching in the town park we found the famed 80 m high Gloucester Tree where the brave (or foolish?) tackled the climb to the highest fire lookout in the world. Back on the ground we split into the mud-runners who traversed the Rainbow Trail back to the Y.H. some 10 km out of town, and the balance who took the longer route via sealed roads. The Rainbow Trailers were so enthusiastic about their ride that a second-group did the ride in reverse on the Monday.

Saturday night was the opportunity to again consider "Do cyclists eat to ride or ride to eat?" as we tried to eat a very pleasant restaurant out of food after only 50 km for the day.

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AROUND THE RIVER RIDE

or

The Ride that Should Never Have Been

Those who are unacquainted with the ways of the Association may be unaware that the Leader of each ride must submit a report on that ride to the Committee. These reports are always read out at each Committee meeting and usually present just the bare descriptive facts such as number of participants, weather and a word or two of comment.

Neil Porteous, in a recently submitted Ride Report, set a new standard for this work, in the process turning it into his unique style of art form - and providing us with much entertainment into the bargain. We are therefore taking the unusual step of reproducing his Ride Report here in full.

RIDE TITLE: Around the River Ride (Subtitle: The ride that should never have been.)

DATE: April 14, 1985.

RIDE LEADER: (For the last time) Neil Porteous.

DISTANCE: 50km

GRADE: **

NO. OF CYCLISTS: App. 30.

WEATHER: Fine, sunny and mild. Hardly any wind.

ROUTE TAKEN: From the Narrows Bridge to Fremantle via Canning Bridge, Applecross, Alfred Cove, Attadale, Point Walter Reserve, East Fremantle to Fremantle City where we enjoyed morning tea at Papa Luigi's. Returned via North Fremantle, Mesman, Freshwater Bay, Claremont, Dalkeith, Nedlands, Crawley Bay and back to the starting point.

COMMENTS: Owing to the large numbers of riders, the ride was split into two groups. I led, or rather went along with, the first group. The second group was in the capable hands of "Pathfinder" Stephen Booth. The first group consisted to a large extent of rather undisciplined teenagers whose main aim was to imitate Steele Bishop. My tailend Charlie, John M., did an excellent job maintaining safe riding procedures at the rear of my group. On hearing an awful commotion behind me on one occasion, I turned around and saw John M. jumping up and down on his Brooks saddle and gesticulating wildly. The object of John's anger was a cheeky fellow wearing pink shorts. I believe that John told this young cad to "go forth and multiply". Jolly good advice in my considered opinion!

Due to much good luck, we managed to reach Fremantle in some semblance of order. Morning tea was a welcome opportunity to calm and soothe my badly shaken nerves. Six strong sedative tablets did the trick and before long we were on the track again.

About eight very fast racing cyclists overtook us in North Fremantle. I was full of admiration for such amazing speed until I

noticed that the last rider in the group of racers was wearing, yes you guessed it, PINK SHORTS! I looked in my rear vision mirror to find my worst fears realized - I had lost three-quarters of my group!!

I had been losing riders at a steady rate of 5 per hour when I stopped my small group in Peppermint Grove and went back to investigate. What had happened to them all? Where had they gone? Worse was to come, for after retracing my route I realized with dismay that our star navigator - my own tailend Charlie alias John M. - had disappeared! Two hours later and two suburbs further on I found him sitting on the kerbside in a cul-de-sac. I cheered him up and told him not to worry. I mean, just because John M. has ridden the "Around the River Ride" 25 times doesn't mean that he is expected to be completely familiar with the entire route. Anyway, Jolimont was not far off our course !!

POSTSCRIPT

On the Monday following, I had a telephone call from an irate socialite from Attadale. She maintains that a tall red-headed fellow near the end of my group insulted her 500 guinea pedigreed dog WUWU by calling him a MONGREL. She and her wrestler husband are very upset and want to contact the rider concerned. I must ask John M. about this. He probably saw the whole incident.

□

YORK EASTER WEEKEND

April 4-8

A total of 21 enthusiastic members participated in what could only be described as near perfect cycling conditions during the Easter long weekend. The only exception was on the Monday homeward journey.

Nine of us departed from Bob Stockman's premises on the Good Friday morning all loaded with panniers for a rather long ride to York via Toodyay and Northam - a distance of about 130km - with leader Dave Millward setting the pace.

At Northam, one of the local residents stopped for a chat. He turned out to be a reporter from the Avon Express and before long we were the subject of an article for his paper. We were introduced to Mr Robin Archer, Executive Officer for the Northam Region Promotion Association and photos taken of the group, including one of Mr Archer shaking hands with ride leader Dave Millward. Photograph and article appeared in the local paper and a copy has been received by our Committee - all good PR!

Saturday dawned another beautiful day. Two official alternative rides were offered: one to Meckering; the other to Clovelly Farm, situated a few kilometers beyond Spencers Brook. A third group, including this scribe, were content to loaf around York and take in some of the local sights.

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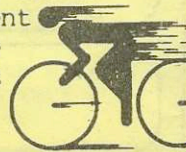
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100 km Achievement Ride 1985

Sunday 23rd June saw 44 riders meet at the Kelmscott Railway Station all keen and eager to ride 100 km in under 5 hours despite a cloud-burst of rain half an hour before starting time. However the weather cleared and with light winds the day was very enjoyable. This is the 3rd time this course has been used and although we had quite a lot of new riders, happily this year no one lost their way. The 37 riders who finished in the allotted time were:

	hr min		hr min
B. Abrahams	4 - 07	R. Minoo	4 - 09
A. Booth	4 - 28	F. Neall	3 - 22
S. Booth	4 - 28	R. Penman	3 - 47
R. Bowyer	4 - 15	S. Penman	3 - 22
A. Bourne	3 - 47	C. Pilling	4 - 28
R. Buckner	4 - 19	N. Porteous	4 - 28
S. Cahill	4 - 19	J. Seymour	3 - 47
S. Campbell	3 - 47	J. Sherwood	4 - 28
B. Clarke	3 - 22	K. Skoss	4 - 54
P. Cooksey	3 - 22	J. Slack-Smith	3 - 32
G. Creighton	4 - 19	R. Smith	4 - 15
D. Crew	4 - 06	M. Talbot	4 - 22
J. DeBes	4 - 07	G. Thomas	4 - 09
D. Doust	3 - 32	P. Torkildsen	3 - 47
J. Gibson	4 - 07	D. Van Royen	4 - 15
M. Girdlestone	3 - 47	J. Waldock	5 - 00
P. Kittler	3 - 32	D. Watkins	4 - 00
P. Maine	4 - 00	T. Willis	4 - 54
R. Masterman	3 - 47		

J. Martin

YORK EASTER WEEKEND ...from page 3

That night we were all invited to the home of Jim and Gwen Harwood for a barbeque - this turned out to be a marvellous spread. For those who are new to the Association, Jim was the founding President of the C.T.A. in W.A. and is now deeply involved in many things one of which is the York Motor Museum.

We all rode to Beverley on Sunday to watch the gliders soar. Neil Porteous sampled the delights while wearing some unique flying gear - cycling knickers, T-shirt and - yes - his helmet. The perfect picture of a man confident in his endeavours and fully prepared for that flight into the unknown. All that was missing was the silk scarf and the goggles!

On the ride home on Monday, our route encompassed Clackline, Bakers Hill and some quiet roads I've never before explored - all in drizzling rain. Notwithstanding, a very enjoyable Easter break was had by all. Full marks to the organiser Bob Stockman and ride leaders Dave Millward and Neil Porteous.



Sunday's ride was 40 km through undulating forest country to Northcliffe for elevenses. From here the slightly more genteel headed back to the Y.H. whilst the Pressers-on pressed on across flatter sandy scrub country to aptly named Windy Harbour for lunch despite losing David Doust after a detour and an on-foot climb up Mt Chudalup. Highlight of the day, nay of the Tour, occurred on the return to Northcliffe when none other than "Grandad" Porteous (in a 76 " max gear) took off as if he was in a motor-paced time trial after a lad perched on top of a mattress perched on top of an underpowered motor scooter which was only able to pass us on an uphill section.

In the twinkling of an eye, further rushes of blood could be seen as off down the road at 45 kph disappeared our tourists, frightening the life out of the poor scooter rider. After regrouping at Northcliffe and dodging rain showers, we retraced our route to Pemberton but somehow the Cotton Tail and Ray Penman missed a turning, pedalled an extra 15 km but saw a glorious sunset across a small lake and witnessed Mother Nature at work as a calf was born in a paddock by the road.

The "cholesterol counters" ate 'in' on Sunday evening whilst the rest took the bus into Pemberton for fatty fast food and fizzies at the completion of a 120 km day.

Another clear cold morning greeted us on Monday and after the ritual Hostel cleansing, orchestrated as usual by Neil Porteous, we headed off heavily wrapped up in extra layers of woolies. Neil, self, Big Cottontail and David Doust (yes, we did find him again) traversed the much talked about Rainbow Trail and voted it well worth the effort on dirt to meet the other riders at Pemberton for the final riding leg to Manjimup where it was food time again! We re-loaded the trailers and headed for home having one stop for a trailer puncture where 15 cyclists proved you don't need a Jack to lift a bike trailer if you have 15 Charlies on hand!

Our thanks to our Coach Drivers for safely transporting us and to our good friends at Mercy College for once again allowing us the use of the bus.

The inaugural Pemberton Week-enders were:-

Stockman x 2, Porteous x 2, A. Booth, other Booths x 3, Penman x 3, Bunny x 3, C. Loughney, G. Creighton, D. McEvoy, D. Welby, R. Evernett, S. Campbell, R. Minoo, D. Doust, P. Torkildsen plus our fearless leader J. Martin.

Helen Bunny

Official participants were:

Susan Campbell, John and Aileen Martin, Ron Masterman, Merv Girdlestone, Peter Cooksey, Phil Torkildsen, Ben and Bob Stockman, Stephen Penman, Brian, Joy and Brad Jahn, Dave Millward, Neil Porteous and Richard Evennett.

Others who joined in were:

Susan Bailey, Allan Booth, Mick Russell and Stephen and Wendy Booth.

Richard Evennett

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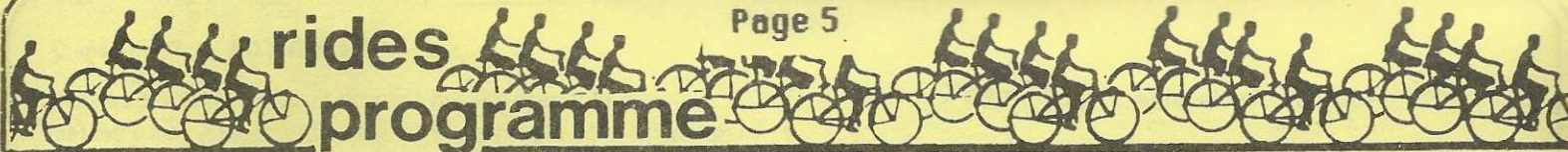
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RIDE CLASSIFICATION * EASY, ** MEDIUM, *** MEDIUM/HARD, H HARD, X/H EXTRA HARD.

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

CALENDAR: September to December 1985

September 1 Tranby House Tour
 Grade: ** Time: 1.30 pm Distance: 30 km
 Departing Perth Railway Station at 1.30, enjoy an easy ride to Tranby House for some "olde worlde" charm before retiring to the Lebanese restaurant in Northbridge for some light refreshments.
 Leader: Richard Evennett Contact: 444 8792 h

September 7/8 Piesse Brook Bush Basher
 Grade: ** to H Time: 4.00 pm Distance: 50 km
 Meet at Stirk Park, Kalamunda (cnr Canning and Kalamunda Roads), at 4.00 pm on Saturday. Spend the rest of the weekend at Piesse Brook Youth Hostel for a bush ride on mountain bikes (provided by Avocet cycles). Sleeping sheet is essential.
 Leaders: Bob Stockman Contact: 293 5270 h
 Dennis Braddon 337 9796 h

September 8 Yanchep National Park Ride
 Grade: H Time: 9.00 am Distance: 100 km
 10.00 am
 Meet at Perth Railway Station at 9 or at the Karrinyup Shopping Centre at 10 for an enjoyable ride to Yanchep.
 Bring lunch or money to purchase lunch at the kiosk.
 Leader: Max Talbot Contact: 448 2039 h

September 15 The "10,000 in 8"
 Grade: XH Time: 8.30 am Distance: 110 km
 Meet at Kelmscott Railway Station. Low gears essential. Only for the very fit. A very hilly course.
 Leader: John Martin Contact: 293 1987 h

September 22 Penguin Island Ride
 Grade: *** Time: 9.00 am Distance: 90 km
 Join us for a moderate ride to Penguin Island before returning home in the early afternoon. Meet at the Perth Railway Station at 9.
 Leader: Merv Girdlestone Contact: 419 1287 h

September 27/30 Quindalup Weekend
 Grade: ** to H Time: 6.00 pm Distance: 150 km
 Meet at Bob Stockman's Garage, 15 Loton Ave., Midland at 6 pm on the Friday evening. For further details see the item under "Notice Board" on page 2.
 Leader: John Martin Contact: 349 2310

September 29 Mundaring Weir Picnic Ride
 Grade: H Time: 9.00 am Distance: 100 km
 10.00 am
 A popular ride for those people not going away. Bring a BBQ lunch (weather permitting). Meet at the Perth Railway Station at 9 or the Midland Town Hall at 10 am.
 Leader: Dave Tierney Contact: 328 9407 h

October 6th Kings Park to Kings Park Loop
 Grade: ** Time: 9.30 am Distance: 35 km
 Meet at the log in Kings Park. Riding through the affluent suburbs via Reabold Hill.
 Leader: Richard Evennett Contact: 444 8792 h

October 12/13th 300 km Achievement Ride
 Grade: XH Time: 3.00 am Distance: 300 km
 4.00 am
 5.00 am
 Starting at the GPO Perth at 3.00 am (18 hrs), 4.00 am (16 hrs) or 5.00 am (14 hrs) on Saturday, 12th October - please arrive 15 mins before your preferred start. All Brevet riders for the 300 or 600 km events MUST contact John Martin by 8th September. Lights essential. Destination Bridgetown.
 Further details under "Notice Board" on p2 of this Newsletter.
 Leader: John Martin Contact: 349 2310 h

October 13th Round the River Ride
 Grade: XXX Time: 9.00 am Distance: 50 km
 Alternative ride for those not participating in the 300 ride. Join us under the Narrows Bridge (North side of the river) for a tour of the riverside.
 Leader: Tony Willis Contact: 457 2191 h

October 20th Lesmurdie Falls Ride
 Grade: XXX Time: 9.00 am Distance: 50 km
 Meet at the Causeway car park. Taking direct route via Welshpool Road. Picnic area at the Falls. Deli on the way. Returning via Escarpment to Perth.
 Leader: Dennis Braddon Contact: 337 9796 w
 335 6833 h

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October 27th Two Tea-Stop Ride

Grade: H Time: 9.00 am Distance: 95 km
Meet at Midland Town Hall for a ride to the Hills - stopping twice for elevenses.
Leader: Stephen Booth Contact: 294 3682

November 3rd Farewell to Spring

Grade: XXX Time: 9.00 am Distance: 50 km
Meet at Stirk Park, top of Kalamunda hill, for a ride around the escarpment stopping for a drink.
Leader: Mick Russell Contact: 272 2669 h

November 10th Northern Tour

Grade: H Time: 9.00 am Distance: 100 km
Meet at Perth Railway Station for an easy-paced ride through the North-East suburbs stopping for morning tea before returning to Perth in the afternoon.
Leader: Paul Smeets Contact: 361 2789 h

November 17th Gidgee Ride

Grade: H Time: 8.00 am Distance: 90 km
9.00 am 50 km
Meet at Perth Railway Station at 8 or at Midland Town Hall at 9 - last ride of the year to our most popular Deli for scrumptious cake and tea.
Leader: Tony Willis Contact: 457 2191 h

November 24th Pinjarra Ride

Grade: H Time: 8.30 am Distance: 100 km
Meet at Thornlie Shopping Centre, Spencer Street, Thornlie taking back roads to Pinjarra for lunch. Two bottles essential.
Leader: Dave Millward Contact: 384 2364 h
386 0308 w

December 1st 40 km Time Trial

Grade: XX to H Time: 7.00 am Distance: 40 km
For the Macho people who want to do their own thing in their best possible time. Meet at the Skyline Drive-in, Floreat Park and ride against the clock.
Leader: Martin Bunny Contact: 330 3659 h
Assisted by Dennis Braddon 337 9796 h

December 8th A.G.M. Ride

Grade: XX Time: 8.30 am Distance: 20 km
Join us at the Causeway car park from where we will make our way to the South Perth Community Hall, Sandgate Street, South Perth in time for the A.G.M. Essential that all members attend on this important day. Meeting starts at 10.00 am so be there!

December 15th Wireless Hill Ride

Grade: XX Time: 9.00 am Distance: 20 km
Last ride of the year so let's make it a bumper one. Meet at the old Mill, South Perth, for an easy ride South of the river taking in Wireless Hill.
Leader: Neil Porteous Contact: 457 7146 h

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C.T.A. Committee for 1985

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Swanbourne 6010 W. 386 0308

Committee Members: Ron Bowyer
14 Excelsior Street
Shenton Park 6008 H. 382 3993

Dennis Braddon
3 Dalston Crescent
Kardinya 6163 H. 337 9796

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THE CORRECT SETUP OF YOUR CYCLE

by
a cycling rabbit

Every cyclist wants a comfortable riding position on her/his cycle but many riders suffer sore backs, sore knees, headaches, stiff shoulders, numb hands and similar symptoms of being incorrectly positioned on their bicycle.

Apart from the comfort aspect, the correct position improves the actual power output of the cycle's engine - you!

Want to improve your comfort and speed?

The following steps in setting your position on the cycle are based closely on the Australian Olympic Cycling training manual. "But I don't aspire to be an Olympic cyclist" I hear you cry. Well don't worry, the aims of the Olympic cyclist and you, the tourist/commuter cyclist are remarkably similar - to get there as comfortably as possible with the least amount of wasted energy.

The essence of correct position is to get the "engine" right over the work point in the most efficient setup. We must start by assuming that the frame size of your cycle is close to correct and proportioned to suit your anatomy. (If in doubt, consult the article "You and Your Bicycle" in the Aug/Sept 83 C.T.A. Newsletter or ask the author for a copy.)

STEP 1

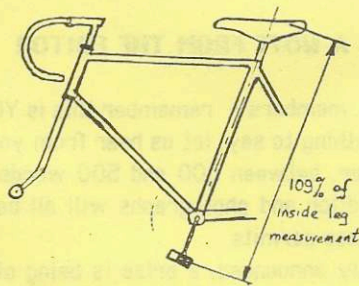
In your bare feet and cycling shorts, have a good friend measure accurately your inside leg from floor to crotch. ("Are you free, Mr Humphries?"). Now calculate 105% of the inside leg measurement.

Example - if inside leg is 840 mm
add 5% (divide first two
numbers by 2). 42 mm

882 mm

Now with the saddle set exactly horizontal and crank arm in-line with the seat tube, measure from the top of the pedal to the top of the seat along the line of the seat tube/ seat pillar, and adjust the seat height to 105% of your inside leg as calculated above.

There are only a couple of minor adjustments to this formula; if you wear thick-soled cycling shoes with or without cleats, then add the thickness of the sole to the 105% figure before setting the seat height. Similarly if you are setting your bike up for absolute maximum output, then use a figure of 109% instead of 105% which sets you a whisker higher.

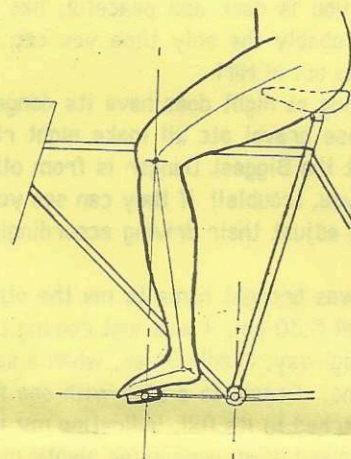


STEP 2

To get the "engine" correctly over the work, you next sit comfortably on the saddle, ride around the block and stop alongside a fence or pole - Telecom style not Telislay! Back-pedal to bring the cranks horizontal. Now have your good friend check that your feet are positioned with the ball joint of the feet directly over the pedal axles. Next, locate your knee

joint pivot point and have your friend check with a builder's spirit level or a plumb bob that the knee pivot is exactly vertically above the pedal axle.

Adjust the seat position back or forwards via the seat pillar-to-seat clamping mechanism to achieve the desired result.



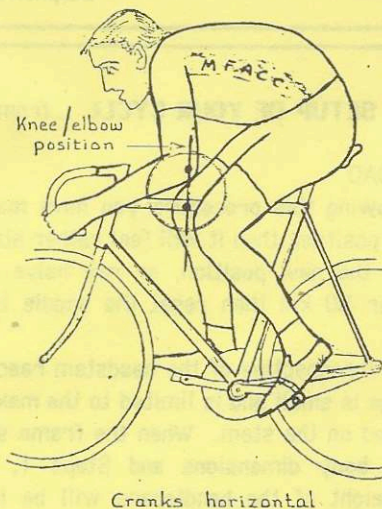
STEP 3

This important final adjustment may cost a \$ or two but it is crucial to avoiding neck and back pains. Climb back aboard; with your hands in their normal positions on the handle bar drops, with elbows well bent and back bent so that the upper back and shoulders are parallel with the road, circumnavigate the block and then stop by the fence again and set the cranks horizontal.

Your elbow pivot joint should be vertically above the knee joint of the forward leg. If it is not, then determine how much further forward or backward your hands would have to be to get the elbow joint directly over the knee. Measure the horizontal length (or "reach") of your headstem from the centre of the handlebars to the centre of the stem bolt, then add or subtract the amount by which your hands should be moved for a correct setup.

Call at your friendly cycle shop and buy a new correct "reach" headstem; if you can't fit it yourself then your shop will generally be happy to do it for you at a modest charge.

Of course you do not normally ride as hunched over as in this setup unless you are racing or pursuing our President in a 40 km time trial, but the relative positions of the saddle, pedals and handlebars will now be correct for efficient touring or commuting.



ON REFLECTION

or

AREN'T OUR POLICEMEN WONDERFUL?

Riding at night is always a joy for me. Rolling quietly along when all around you is dark and peaceful, like a ghost on his velocipede, it's probably the only time you can pass a dog and scare the daylight out of HIM.

However, riding at night does have its dangers. Pot-holes, glass, grates, loose gravel etc all make night riding that much more unsafe. But the Biggest Danger is from other road users. If they can't see you, trouble!! If they can see you, and in plenty of time, they can adjust their driving accordingly. The thing is to be seen.

This lesson was brought home to me the other evening as I was riding home at 6.30 pm. I was just coming to a Stop sign on Great Northern Highway, Middle Swan, when a set of head lights came up behind me. I came to a stop with one foot on the road and my arm stretched to its full, indicating my intention to turn right. The car slowed down leaving me plenty of room and time to execute my turn safely. Once on the Highway, I made a left turn 100 metres further on but the car was still behind me in no hurry to pass. However 50 metres on the car suddenly accelerated past and it was then I saw it was a Police car. Within 30 seconds I found myself pulled over by a patrolman waving a big torch. The previous five minutes flashed through my head - had I done anything wrong? But then the friendly voice of the patrolman came at me out of the dark "Nothing to worry about Sir"! I came to a halt with my front wheel between his feet. "Just like to congratulate you on your luminosity". What's the fellow talking about, I thought. "And your excellent indication". What IS he talking about? I'm too young to go to gaol. Then the Police radio crackled, the patrolman got into his car and it sped away towards Midland leaving me wondering which direction was home.

It only dawned on me later that I had been given a pat on the back for riding my bike as set down in the traffic code. It also dawned on me that if the Police would stop and tell me that, with safety vest and sox, reflectors and good lights, I was clearly seen, then all other road users must see the same. This makes me safer and maybe at the same time enhances the reputation of "Club cyclists".

The moral is, I suppose, Be Seen, Be Safe.

.... and if you are stopped by a patrolman, don't worry, our Policemen are wonderful.

Stephen Booth

200 km Achievement Ride

This year's 200 km Achievement Ride was an outstanding success. With perfect weather there was a record entry of 39 riders.

For the first time we had staggered starting times and also held our initial Randonee event in W.A. under the control of the Audax Club of Australia. Response to this was terrific with 18 riders nominating and all finishing well within the allotted time to earn themselves a Brevet. 27 riders left Midland at 7.00 am and the highlight of the start was when, after checking bikes and organizing everyone else, John Martin was heard to exclaim - 100 metres up the road - "Keep going, I've left my Brevet card behind".

Five riders started at 8.00 am and six at 9.00 am. First stop was Bullsbrook and then we were off through the beautiful Chittering Valley, back onto the Highway and up to the top of Bindoon Hill where Wendy had the billy boiling for a very welcome cuppa - thanks Wendy. Ron Bowyer had the misfortune to puncture just before here as did Peter Cooksey, but then Ron had a second flat later in the day. There is no pleasing some people, bad luck Ron.

Off we headed for Toodyay and on this stretch another puncture, this time Paul Smeets was the unlucky rider.

After Toodyay we turned for home and amazingly there was no head wind, only those agonising hills.

Once again Paul Kittler finished in the fastest time of 7 hr 50 min, congratulations Paul. Already most of the riders are planning for the 300/600 in October.

Successful finishers were:

Paul Talbot	Robert Minoo	John Martin
David Doust	Susan Campbell	Aileen Martin
Stuart Stockdale	Paul Kittler	Geoff Creighton
Frank Kearney	Bob Stockman	John Turley
Roger Buckner	Stephen Penman	Paul Smeets
Lyn Hambleton	Ray Penman	Rene Smeets
Ron Masterman	Fiona Neall	Ian Gibson
Neil Porteous	Allan Bourne	Ron Bowyer
Peter Cooksey	Jane Slack-Smith	Richard Evennett
Merv Girdlestone	Paul Maine	Geoff Dwyer
Phil Torkildsen	David Millward	Sheryl Dwyer
David Crew	Stephen Booth	Margaret Neill
		Allan Booth

Aileen Martin

THE CORRECT SETUP OF YOUR CYCLE ...from page 7

BACK ON THE ROAD

If in following this procedure you have made significant changes to your position, then it will feel rather strange at first. Persevere with the new position, or say halve the change in saddle height for 50 km then reset the saddle to the correct height.

Note that irrespective of the headstem reach, its vertical adjustment range is small and is limited to the maximum position normally stamped on the stem. When the frame size is correct for the rider's body dimensions and Steps 1, 2 and 3 are followed, the height of the handlebars will be in the correct range.

Comfortable and safe pedalling.

A NOTE FROM THE EDITOR

To all C.T.A. members - remember this is YOUR Newsletter. If you have something to say, let us hear from you. Articles (the briefer the better, between 300 and 500 words is ideal), short Letters to the Editor and photographs will all be considered for publication as space permits.

As previously announced, a prize is being offered this year for the best article or photograph published in Newsletter during the year. The winner will be announced at the A.G.M. in December so you have only one issue to go!

STOP PRESS

I hear from our President that Chris Pillings was knocked off his bicycle by a car just recently. We all wish you a speedy recovery Chris.