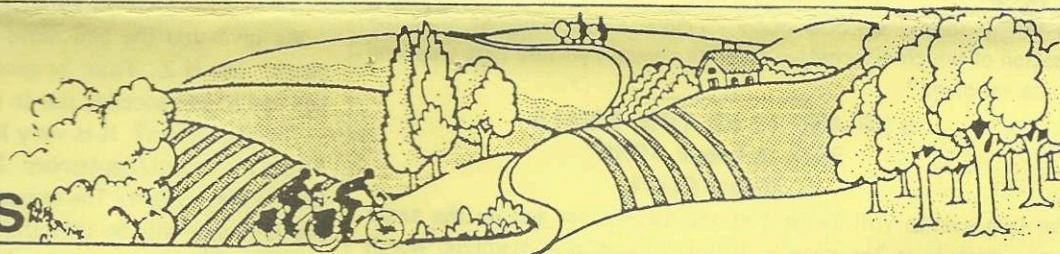


CYCLE TOURING ASSOCIATION OF W.A. (INC.)

EDITOR: Ron Bowyer

Sept/October 1986
Issue Number 72

tour notes



AUDAX

This type of cycling dates back to the last century. It originated in France, therefore all the terminology is French (and I do not understand French). The world controlling club for Audax is L'AUDAX CLUB PARISIEN, FRANCE. Other countries have their own controlling clubs eg L'AUDAX CLUB OF AUSTRALIA, AUDAX UNITED KINGDOM (AUK) etc. These clubs are affiliated to L'Audax Club Parisien.

Audax rides are described as randonnees. The original meaning of this word was a description of the course of a hunted stag which would make rushes to outdistance the pursuing hounds and then rest until it was tracked down again. The person participating in a randonnee is called a randonneur. Randonnees are held over any distance. They can be (1) place to place, eg Paris-Brest-Paris, (2) Diagonales de France where riders ride in groups and all must finish, (3) Grimpeur, these events date back to 1912. They are very hilly events (like our 10,000 in 8) and were introduced by the Touring Club de France to popularise gears on cycles, (4) Populaires, I presume these are popular rides, say 50 or 100 km, (5) Fleche Velocio. The format of the fleche is that clubs form teams of 3, 4, or 5 riders who choose their route of not less than 360 km. Time allowed is 24 hours. For a team to be recorded, the minimum number of members to finish must not be less than 3. Teams must keep to within a 15% limit of their estimated distance so that no one should aim for the bare 360 km, rather they should aim for a minimum of about 420 km. This will allow for a 15% shortfall, but on the other hand, if all goes well, they could achieve a distance of 480 km. No run of less than 360 km will be recorded. At the top end of the scale, if a team exceeds its estimate by more than 15%, the extra distance covered will not be allowed ie if the team opts for 500 km and covers 600 km, only 575 km will be recorded. (The record in the Fleche stands at 721 km). The International Standard randonnees are 200, 300, 400, 600 and 1000 km. The international awards available are Brevet (a document containing a verified record of the ride), Medallion, Super Medallion and a Tracksuit badge.

The premier Audax event in the world is the P.B.P. or Paris-Brest-Paris and there are three established methods of completing the ride. The Paris Club C.T. Guyenne keeps to the original formula of 1891 whereby this is a Brevet ride with a maximum time limit of 10 days. This is run on the permanent principle, riders being able to ride it at their own convenience so far as the date is concerned at any time between mid April and mid September. The second method is by Euraudax, an event held quadrennially between editions of the Randonneurs. This takes place on reliability trial principles where riders are placed in set groups under a leader and maintain a steady 16 kph on the road. There are set resting places, meals and hotels are booked in advance and the ride is scheduled to run for 90 hours. The third method is the Randonneurs by L'Audax Club Parisien. The P.B.P. was first held in 1891, the distance being about 1215 km. The original idea was that as it was so exacting a trial that it be held only in every 10th year. Thus it took place in 1901, 1911, 1921 and 1931. In this latter year the format was changed and two categories of cyclists, the professionals and the randonneurs were allowed to enter. The maximum time allowed was cut down to 96 hours (the first randonneur took 68 hours 30 minutes). L'Audax Club Parisien took over responsibility for the organisation of the amateur randonneurs and official numbering of the event also commenced from that date. The second "edition" of the P.B.P. did not take place until 1948 by which time the professionals were no longer interested in so demanding a race, leaving the event to the randonneur. The third P.B.P. was held in 1951. It became a quintennial event in 1956 and quadrennial after 1971. The 11th "edition" of this famous event takes places next year.

In 1966 the maximum time allowance was brought down to 90 hours. In 1979 the custom of publishing a full result list was abandoned in favour of a list in hourly groups. A prerequisite to entry is that riders must have completed Audax rides of 200,

continued on page 3

NOTICE BOARD

RIVER or TREES for September?

That is the Question

The Queen's Birthday long weekend (27-29 September) has been scheduled for the 1000 km Audax. The alternative, for those with lesser goals, was originally planned as a Noggerup Y.H.A. long weekend to "bid farewell" to this Hostel, as Y.H.A. are relinquishing their lease on this former country school room. Due to a limit of 9 beds at Noggerup, we are now seriously considering an "alternative to the alternative" ride for this long week end.

The suggestion is to have another "AVON DESCENT" ride similar to the very successful April 1985 event EXCEPT that this time we would be riding up the Chittering Valley to Toodyay on Saturday and returning via the Railway access road from Toodyay to Midland on the Sunday at the peak of the Wildflower Season. Can you imagine a more scenic off-highway ride in W.A.?

Would likely or potential participants in *either alternative ride* ie the Noggerup Y.H.A. ride or the Avon Descent ride please phone the Bunny family on 330 3659 as soon as possible so that the question of which alternative ride we conduct on this long weekend can be resolved?

6 HR AND 12 HR TIME TRIALS

26th October 1986

5.30 am Start

These two events will be held at the same time and on the same course which is in the area of Byford, Mundijong, Baldivis, North Dandalup and Serpentine. Headquarters will be at Mundijong. The course will be on quiet flat roads.

Participants will have to nominate before hand which event they wish to ride in by completing the entry form included with this Newsletter and forwarding it with the appropriate fee to Ron Masterman, P.O. Box 130, Armadale WA 6112 NO LATER than 20th October. Adherence to this condition will ensure that you will receive back from Ron in the post the necessary maps and directions together with a start sheet.

Although time trialling rules will be strictly enforced, these rides will be classed as achievement rides and not a race.

There will be 3 standard awards for each event:

6 Hrs	12 Hrs
Gold - 160 km or more	Gold - 300 km or more
Silver - 140 km	Silver - 250 km
Bronze - 120 km	Bronze - 200 km

Personal Notes

Ray Penman is still at home recovering from his accident. We understand he is feeling a lot better although still unable to work. We miss your cheery smile on our rides Ray. Let's hope it won't be too long before you're working and riding again. You'll never catch Stephen now!

Dennis Braddon has just returned home after spending several weeks in the U.S.A. I believe you have a few stories to tell us Dennis. I'll even print some of them if they're clean!

WANTED

YOUR PHOTO

All members are invited to contribute to the C.T.A. Photo Album. We are especially looking for photos of Association activities in 1984 and 1985.

REWARD

All photos submitted are eligible for the prize offered by the C.T.A. Committee for contributions to this Newsletter. Please send photos to: STEPHEN BOOTH, 26 TUNNEL ROAD, SWAN VIEW 6056.

Membership Badges

These new, smart looking badges are now available, free of charge, one to each member with over 12 months membership in C.T.A. If you want more, the cost is \$2.50 each. Just apply to the Treasurer, Geoff Creighton, or any Committee Member.

New News on Overseas Tours

We give you the bad news and then the good. First, the bad news: The **N.Z. Tour** originally scheduled for October this year has had to be cancelled due to lack of support.

The good news? It is very likely that there will be another **Bali Tour** in August/September 1987 following the very successful tour in May, 1984. The essential difference between this tour and the last one will be that the forthcoming event will be of three weeks duration. There is to be a limit of 12 to the group so if you are at all interested, please contact Martin Bunny on 330 3659. By the way, we are looking for someone to lead such a group. Martin is prepared to assist with the planning stages.

New Members

Members recently admitted by the Committee are:

Lyn Stoltze, Mark Smoothery, Bryan Roberts, Beatrice Page and Phil Giddins. We look forward to meeting you all on our rides.

Drivia Corner

What is drivia? Well, it's a sort of cross between drivel and trivia (not to be confused with "trivel"). Some examples have recently arrived on my desk from that Dr Who of the bicycle, John Quintner:

1. The Goddess of cycling is Highgear (spelled by some as "Hygeia").
2. George Frederick Handel's contribution to cycling music has been enshrined for all time by "Handel bars" appearing on every bike.
3. Broken spokes can cause a serious injury to bicycles called "cycloplegia". ("plegia" is from the Greek, meaning a blow or stroke).

I have a further contribution, courtesy of an amateur sign-writer, with the text of his sign positioned just above the horseshoe bend in Turner Road: "Caution - gravel on bends and horse riders".

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The 300 km Audax Event May 25th 1986

At 3.30 am on a cold and blustery dark night, the early birds arrived at Midland Town Hall, unpacked their cycles and made final preparations for the long ride ahead of them. We all knew the latest weather forecast word for word: gale force N.W. winds, heavy rain, road weather alert, sheep weather alert etc. The big front was already making itself felt and we were aware that it could make or break us during the next 20 hours. The scene was set for a gruelling event.

The 300 km course we were about to ride was the brainchild of Bob Stockman, the architect of the infamous, joint breaking, muscle stretching "10,000 ft in 8 hours" hill climbing event. Enough said - at least we could watch the blighter suffer with us today.

AUDAX . . . continued from page 1

300, 400 and 600 km in the same year as and prior to the P.B.P. Entries for the 1987 event are limited to 2,500 and it starts on the last Monday in August. There are three starting times, 4.00 am, 10.00 am and 4.00 pm. The gendarmerie (police) lead the groups out for almost 100 km from Paris. Traffic lights along the route are set to green and the French treat this event as special. As the saying goes "If the Tour de France is King then the Paris-Brest-Paris randonnees are Queen".

One group of riders trying for a fast time ride so hard that a high percentage of them have to retire. The leaders however finish in around 40 hours. They are called Vedettes (a vedette was a hard riding cavalry man who scouted ahead of armies).

Some French racing cyclists give up their racing licences simply to claim eligibility for the P.B.P. This represents a considerable sacrifice as no one who has raced for 2 years prior to the event can enter. One point that should be made clear is that the P.B.P., indeed any Audax event, is NOT A RACE.

In 1987 there is a good possibility that 4 of our members will be riding the P.B.P. I am sure that if they do enter they will finish with distinction and we shall have the honour of a husband and wife team finishing, which will be unique certainly for Australia. The four are: Aileen and John Martin, Robert Min Oo and Stewart Stockdale. We wish them all the very best for a successful P.B.P.

If you are interested in any further information regarding Audax events and riding, regulations etc, Audax in W.A. has been set up initially as a Sub-Committee of the C.T.A. Please feel free to contact any one of the Audax Office-bearers listed below. We hope to have a full programme for 1987 including our own P.B.P. (Perth-Bunbury-Perth).

Chairman:	Bob Stockman
Secretary:	John Martin
Treasurer:	Robert Min Oo
	(Neil Porteous
Ride planners:	(Ron Masterman
	(Stewart Stockdale

Ron Masterman

Fifteen minutes after the 4.00 am start, the nine riders were slowly winding their way up Greenmount. The secret check point in Kalamunda was bravely manned by a bleary-eyed Betty Stockman. What threats had been made to ensure that Betty brave the elements and stick to her post? Brevet cards were dragged from the depths of tight pockets by cold, trembling fingers, quickly stamped by torchlight and then we all disappeared into the black stormy night. One hundred and thirty km to the next check point in Brookton!!

Five hours after leaving Tomeo's roadhouse, the Brookton roadhouse came into sight right on schedule. The strong crosswind had assisted us a little. Sixty seconds later and torrential rain dropped from the heavens lashing our parked cycles and hammering on the tin roof while we gulped down hot soup, steaming home-made pies and scorching coffee.

The Brookton to York leg was 66 km of hell. We rode into the teeth of the gale - 65 to 70 kph winds were recorded that afternoon. Our faces were whipped red by the merciless driving rain. Every 5 minutes on the second the lead was changed. Burnout, the dread of all long distance cyclists, was staring us in the face. Little talking on this leg as we bent low over the handlebars and peered into the grey, gloomy rain squalls. At last - York in sight. More hot food and a quick yarn with C.T.A. co-founder Jim Harwood who wished us well.

The last leg and the rain and wind abated. The dark rain-filled cumulus nimbus gave way to cheeky little white cirrus clouds which scudded across the sky. Then, what a surprise. The full moon came out to show us the way to the finish in Midland. No, not quite as simple as that. Where was that moonlight when riders from each of the three groups hit the king-size pot hole not far from the Lakes? A total of three rims were bent and as many tyres either blew out or were punctured. One group was delayed for 60 minutes. The tailenders were held up for over 30 minutes and all the time the minutes were ticking away. We needed no reminding - the 20 hours elapsed at midnight. Tyres were changed at lightning speed - one rider inflated the tube while the others put away the tools. Teamwork par excellence without panic. I will never forget it - not a word of complaint. We wandered back to examine the *&!!@ pothole and found an expensive Campagnolo water bottle ten metres from the hole. It belonged to Bob Stockman, the first rider to hit the hole at least an hour ahead of us.

Off again, full bore to the top of Greenmount and then down that delightful descent. The scent of success was sweet as we rolled to a stop in Midland to be congratulated by event organizer Bob Stockman who had devised a superb but demanding course.

Thanks go to all the helpers including tireless Tony Willis who drove the support vehicle. We all qualified and this made the event finish on a happy note. The riders were: Aileen and John Martin, Allan Booth, Stewart Stockdale, Bob Stockman, David Doust, John Turley, Robert Min Oo and Neil Porteous.

Neil Porteous

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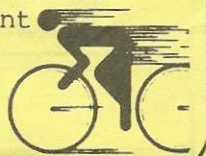
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Inaugural Bush Basher Ride

Question: What goes up but seldom goes down?

Answer: The route chosen by Bob Stockman when he leads a mountain bike ride.

On Sunday, 3rd August, the C.T.A. held its first mountain bike ride in conditions which could only be described as perfect. At 8.55 am, the author arrived at Bob Stockman's house at Carmel, worried that he would not find a parking spot for his car but surprise, surprise he was the first one there. Within five minutes the rest of the group had arrived, and at 9.17 the five of us left Bob's to begin the ride.

For the first couple of kilometres we rode over undulating bush tracks, going slowly up the hills and speeding down the other side, then Bob warned us that we would need our lowest gears. Not being one to disregard good advice, I immediately reached down, only to find that someone had stolen my gear change levers. In a moment of blind panic I reached for my toe straps only to find that they were missing too. Sanity finally prevailed and I began what was to be the first of many long uphill walks wheeling my bike - my only consolation was that I wasn't alone.

Twenty five kilometres and some delightful scenery later we arrived back at Bob's place to an invitation to morning tea and fruit cake (a hard combination to resist) and after much discussion we agreed that the day had been a great success and hopefully it was the first of many more mountain bike rides. So if you're one of those people who are still debating whether to get a mountain bike or not, I think you'll find at least five members of the C.T.A. who'll give you plenty of encouragement.

Cheers.

Tony Willis

*** special insert ***

C.T.A. "Classifieds"

FOR SALE:

Tandem, Gitane, gent/lady, 15 speed, dynamo lighting, front and rear carriers, \$650 ono, ring Alan Bourne 293 1987.

Frame, 22 1/2" (21" top tube), plus handlebars, stem, sidepull brakes, saddle stem & saddle, \$180, Geoff Creighton 293 1987.

A 200 km Audax Ride

How does one approach their first 200 km Audax Ride? Some may take it in their stride but I was quite apprehensive since my training distance for the previous week was embarrassingly low. Enter Rob Min Oo - a seasoned Audax rider (or randonneur) who loves a challenge and knows how to help and encourage others. His interest in the event was what I needed to set me pedalling in the 16 strong group on the first leg to Pinjarra.

The combination of a fairly flat course, familiar roads and keen, friendly company made the scenery flash past. Also one's conversation would change regularly as the lead positions were filled by rotation.

Near Pinjarra, an unsealed road loop added interest and spread out the group. After a brisk tailwind return ride to Pinjarra we headed for Mandurah.

The halfway point was reached as we rode past the scenic tree-lined Murray River. Arriving for a lunch break in Mandurah as a Triathlon competition was underway jolted us back to the reality of negotiating traffic.

After a short spell, some riders were "straining at the reins" and decided to leave ahead of the main group. They included Paul Kittler, Dennis Braddon, Rob Min Oo, Rene and Paul Smeets and Stewart Stockdale. Most of these finished in around 8 hours 30 minutes. The main group, however, expecting an easier homeward ride past Kwinana with a strong tailwind, was held up when I had two punctures. A tear in the sidewall meant that I had to use my new spare folding tyre. As I fumbled and wondered how best to fit the strange thing, I looked up and was impressed with the patience of the others. With many helpful suggestions and offers of help, Neil Porteous managed to fit it correctly and soon we were pedalling onward to Kelmscott via an interesting deviation in Gosnells which resembled a B.M.X. track. Despite many being sore and weary, the group sped through the last three kilometres at around 29 kph to finish with smiles of achievement.

Barry Radestock

The 10,000 in 8 Sunday July 27th

This year's 10,000 in 8 attracted 27 riders, all eager to inflict pain and suffering upon themselves in an endeavour to better the outright record or improve on their personal best.

Last year's record of 4 hours and 4 minutes was reduced to 4 hours flat by none other than Paul Talbot and Stephen Penman - congratulations boys. I think we'll handicap you both next year with a couple of bricks or something!

Unfortunately I could not be there to run the event as advertised. However Coral Pilling, with some assistance from hubby Chris, did a perfect job. My sincere thanks to you both.

Those riders who completed the course within the required time were:

Name	Hr	Min	Name	Hr	Min
Ron Bowyer	5	59	Ed Stafford	5	18
John Turley	6	33	John Sherwood	5	55
Chris Pilling	5	55	Sue Campbell	5	06
Bob Stockman	5	00	Michael Revere	5	15
Mark Smoothey	5	15	Neil Porteous	6	33
Ren Maslerman	5	13	John Martin	5	13
Jose Arregui	5	18	Robert Min Oo	5	48
John Meakin	6	03	David Crew	5	05
Paul Talbot	4	00	Barry Radestock	5	55
Stewart Stockdale	4	38	Stephen Roberts	4	56
Stephen Penman	4	00	Eddy Rzemek	6	33
David Doust	5	01			

Richard Evennett

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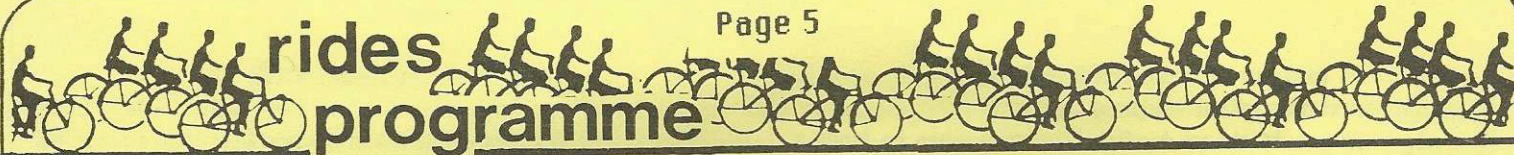
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CALENDAR: SEPTEMBER TO NOVEMBER 1986

September 7 Fathers Day Family Ride
 Grade: ** Time: 10.30 am Distance: 50 km
 Meet at the Perth side of the Narrows Bridge for an easy ride to Fremantle for coffee and cakes at Pappa Luigi's or Lombardo's.
 Leader: John Sherwood Contact: 447 8939 h

September 14 Chittering Valley Ride
 Grade: H Time: 9.00 am Distance: 130 km
 10.15 am 110 km
 Meet at the Perth Railway Station at 9.00 am or at Midland Town Hall at 10.15 am for a scenic ride through the Chittering Valley. Bring lunch as there are not many shops on route.
 Leader: Max Talbot Contact: 448 2039 h

September 20-21 Couples Long Weekend at Cunderdin
 If you are intending to go on this ride and have not yet contacted Brian you should do so IMMEDIATELY. There may still be just a few vacancies. Remember this weekend is for couples only. Interesting local rides have been organised and the terrain is all flat!
 Leader: Brian Jahn Contact: 341 3269

OR

September 21 Penguin Island Ride
 Grade: *** Time: 10.00 am Distance: 70 km
 Meet at the Fremantle Railway Station at 10.00 am for a moderate ride to Penguin Island and back. Bring lunch or buy it at Safety Bay or Rockingham.
 Leader: Mike Sundowner Contact: 332 3878 h

September 26-29 Noggerup Long Weekend Ride
 Your comments are called for as to whether we should continue plans to farewell the Noggerup Youth Hostel or to adopt an alternative - the Avon Descent. Please refer to the article under Notice Board on Page 2 of this Newsletter.
 Leader: Martin Bunney Contact: 330 3659 h

OR

September 26-29 1000 km Audax
 This ride will commence on Friday 26th September at 8.00 am. Riders who still intend to participate and have not already notified Robert Min Oo must do so on 332 3875(h) as soon as possible and NO LATER THAN SUNDAY SEPTEMBER 7th.

OR

Alternative Ride - see next column

Sept 29 Alternative Monday Ride Around the Rivers
 Grade: ** Time: 10.00 am Distance: 60 km
 Meet at the Perth side of the Narrows Bridge for a leisurely ride to Riverton via the Canning River then on to Fremantle and back to Perth via the Swan River.
 Leader: Stephen Booth Contact: 294 3682 h

October 5 Waterwheel Tea Rooms
 Grade: ***-H Time: 10.00 am Distance: 80 km
 Meet at Stirk Park, Kalamunda, at 10.00 am for a moderately hard ride to the Waterwheel Tea Rooms via Churchmans Brook, returning to Kalamunda mid afternoon.
 Leader: Ben Stockman Contact: 293 5278 h
 (With a little help from Dad)

October 12 Lake Leschenaultia Picnic
 Grade: ***-H Time: 8.30 am Distance: 120 km
 10.00 am 80 km
 Meet at the Perth Railway Station at 8.30 am or at Midland Town Hall at 10.00 am for a scenic ride to Lake Leschenaultia via Parkerville and Mt Helena. Bring or buy lunch. Return to Midland or Perth late in the afternoon.
 Leader: Neil Porteous Contact: 457 7146 h

Oct. 17 to 19 Donnelly River Weekend
 Grade: *** Time: 6.00 pm Distance: variable
 Meet at Stockman's garage, Loton Avenue Midland, at 6.00 pm on Friday, 17th October. Travel with Bob Stockman or Richard Evennett in their cars to Donnelly River and stay at the Associate Youth Hostel. Sample the delights of cycling in some of the best country in the South West. Return to Perth on Monday 19 October. Breakfast included in the cost. Absolute maximum 8 people only, so book early. COST ... \$15 per person. Bookings to Richard Evennett by 5th October.
 Leader: Richard Evennett Contact: 444 8792 h

OR

October 19 Alternative Ride to Bibra Lake
 Grade: ** Time: 9.00 am Distance: 50 km
 Meet at the Causeway Car Park at 9.00 am for an easy ride to Bibra Lake to feed the ducks. Returning to Perth early afternoon. Don't forget the bread!
 Leader: John Meakin Contact: 332 5550 h



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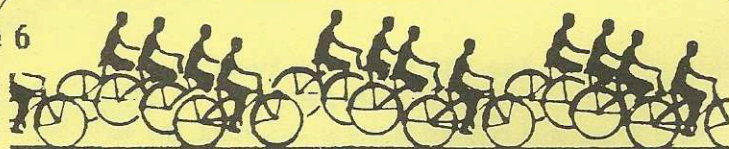
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BALCATTA, Unit 4, 160 Balcatla Road 344 7700



CALENDAR ... continued from previous page

October 26 6 or 12 Hour Time Trial
 Grade: H-XH Time: 5.30 am Distance: up to you
 Refer to the details under "Notice Board" on page 2 of this Newsletter and the entry sheet which is enclosed. Book with Ron Masterman in plenty of time.
 Leader: Ron Masterman Contact: 399 3071 h

November 2 Helena Valley
 Grade: ***-H Time: 9.00 am Distance: 70 km
 Meet at the Perth Railway Station at 9.00 am for a scenic ride through the Helena Valley taking in Darlington, Boya and Gooseberry Hill. Return to Perth mid-afternoon.
 Leader: Robert Min Oo Contact: 332 3875 h

November 9 Bicycle Rally/Trial
 Grade: ** Time: 10.00 am Distance: 50 km
 Meet at the "log" in Kings Park at 9.30 am. Riders will leave in pairs at 2 minute intervals and travel around the Park and City of Subiaco looking for clues as they go. Bring meat etc for a barbecue at the final destination.
 Leader: John Sherwood Contact: 447 8939 h

November 16 Northern Suburbs Ride
 Grade: H Time: 8.30 am Distance: 120 km
 Meet at the Perth Railway Station at 8.30 am for an easy paced ride through the northern suburbs, taking in Wanneroo and Bullsbrook. Returning to Perth via the Swan Valley mid afternoon.
 Leader: Paul Smeets Contact: 361 2789 h

November 23 Bickley Reservoir
 Grade: *** Time: 9.00 am Distance: 50 km
 Meet at the Causeway Car Park at 9.00 am for an easy ride to the reservoir. Return to Perth early afternoon.
 Leader: Alan Bourne Contact: 293 1987 h

November 30 Beach Ride
 Grade: ***-*** Time: 9.00 am Distance: 70 km
 Meet at Lake Monger for an easy ride to Scarborough Beach then down to Fremantle via the coast road and dual-use paths for morning tea, returning to Lake Monger early afternoon.
 Leader: Max Talbot Contact: 448 2039 h

OR

November 30 Alternative Bush Basher Ride
 Grade: *** Time: 9.00 am Distance: 50 km
 Due to the success of the previous ride in July, this ride is being repeated for those who like to ride in the bush. Meet at Bob Stockman's home at 62 Valencia Road, Carmel at 9.00 am. Bring your own mountain bike. (This ride for existing or new C.T.A. members only, sorry).
 Leader: Bob Stockman Contact: 293 5278 h

International Friendship Ride Britain to Australia 1988

The C.T.A. Committee has just heard from two of our own members, Maxine Drake and Robert Min Oo, who presently constitute the entire W.A. Sub-Committee of the International Friendship Ride Committee. They make the point that advice and assistance from C.T.A. members who are experienced cycle tourists would make a tremendous difference to the quality of planning and the outcome of the segment of the Ride for which their Sub-Committee is responsible.

It has now been decided that the section between Kalgoorlie and Port Augusta will be covered by train, so the particular responsibility of the W.A. group is the organisation of the logistics of the Ride from Perth up to the boarding of the train in Kalgoorlie.

Maxine and Robert would be very pleased to hear from C.T.A. members or others who would like to participate in the trip itself and be prepared to become involved to some degree in the forward planning of the event. If you are interested, please phone Maxine on 361 6638 (home) or Robert on 332 3875 (home).

Cycle Touring Association of W.A. (Inc.) Fostering Cycle Touring and Protecting the Interests of Cyclists

C.T.A. Committee for 1986

President: John Martin
 13 Cunliffe Street,
 Pickering Brook 6076 H 293 8170

Vice-President: Ron Bowyer
 14 Excelsior Street
 Shenton Park 6008 H 382 3993

Secretary: Denise McEvoy
 P.O. Box 1274
 Booragoon 6154 H 364 2377

Treasurer: Geoff Creighton
 46 Berehaven Avenue
 Thornlie 6108 H 459 4178

Committee Members: Susan Campbell
 18 Serrata Crescent
 Ferndale 6155 H 458 3078

Richard Evennett
 128 Fairfield Street
 Mt Hawthorn 6016 H 444 8792

Brian Jehn
 30 McLintock Way
 Karrinyup 6018 H 341 3269

John Sherwood
 45 Bernadale Way
 Duncraig South 6023 H 447 8939

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)
6 HOUR AND 12 HOUR TIME TRIALS
Sunday 26th October 1986
5.30 am Mundijong

1. Name _____
2. Address _____

3. Telephone Home _____ Work _____

ENTER ONE EVENT ONLY!!

<u>6 HOURS</u>	<u>FEES</u>	<u>12 HOURS</u>	<u>FEES</u>
	(please circle)		(please circle)
Members	\$2.50	Members	\$2.50
Non-members	\$5.00	Non-members	\$7.50
Engraved medallion	\$5.00	Engraved medallion	\$5.00
(available to qualifiers)		(available to qualifiers)	
	-----		-----
TOTAL	-----	TOTAL	-----

Please post, with your cheque or money order, to:

Ron Masterman, P.O. Box 130, Armadale WA 6112.

CLOSING DATE: 20th October 1986.

tear along dotted line and send this portion, when completed, to Ron Masterman.

retain the section below

TIME TRIALLING RULES

6 Hour Time Trial

12 Hour Time Trial

1. Date - Sunday 26th October 1986.
2. Start - Mundijong, Hall Street (Shire Car Park).
3. Start time - First rider off at 5.31 am. 12 Hour riders will start first.
4. Riders are to provide their own food and drinks.
5. Riders will start at 1 minute intervals and ride alone, at no time being in the company of another rider or accepting pace.
6. The onus is on riders to know and complete the course. Where possible, marshalls will be provided and the course marked.
7. Slower riders may be directed to eliminate certain sections of the course in order that the time on road between the fastest and slowest riders is kept to a minimum.
8. All riders should be back in Mundijong at least 30 minutes before their time is up. From there they will proceed to the finishing circuit to complete the allotted time.
9. It is not possible to record kilometres travelled without returning to the finishing circuit and completing the 6 hours or 12 hours.
10. Any distance travelled off the course is not accepted.
11. This is a lonely individual ride, a test to see how far you can pedal unassisted. It is your own personal effort. At no time are you allowed to take pace or ride in company. You ride at your own pace and stop to rest and feed as much as you like. The idea is to cover as many kilometres as possible in the 6 or 12 hours.

Ron Masterman