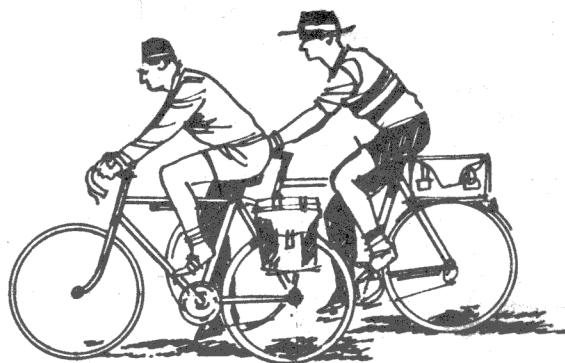


CYCLE TOURING ASSOCIATION OF W.A. (INC.)



EDITOR: Ron Bowyer

March/April 1987
Issue Number 76

40 KM TIME TRIAL RESULTS HELD ON SUNDAY 7/12/86

NAME	TIME	
Sue Stockdale	1.28.15	Jose Arregui
Ben Stockman	1.20.46	Robert Moro
Phil Giddons	1.11.35	Stephen Roberts
Mark Elliott	1.14.57	Chris Pilling
Graham Lantzke	1.17.59	Ian Smith
Bob Stockman	1.12.10	Peter Cooksey
Max Talbot	1.14.14	Merv Girdlestone
Brian Jahn	1.26.24	Warren Gannaway
John Meakin	1.14.19	Stewart Stockdale
Robert Min Oo	1.10.48	

ORGANISER:- Stephen Booth

MARSHALS:- Ron Masterman, Wendy Booth and Coral Pilling.

NOTICE BOARD

Our Treasurer Geoff Creighton still has a limited number of those bright yellow C.T.A. T-shirts in stock, so ask him or any of the Committee if you are interested. They are still going for the bargain price of \$7 each.

Talking of bargains, Geoff has just received new stocks of reflector vests and matching reflector anklets. These are available at discount prices to C.T.A. members only. Ask any Committee member for details but hurry. These items are in demand and we have been waiting for months to replace our stocks.

SOUTH WEST TOUR

The South West tour will commence on Saturday, 9th May, 1987 for an eight day tour, starting at Bunbury and travelling through Donnybrook, Bridgetown, Pemberton, Nannup, Margaret River and Busselton. The trip to Bunbury and return will be by train.

Participants should have a suitable touring bicycle and touring equipment. Accommodation will be in a variety of establishments from hotels to Y.H.A or affiliated hostels.

Bookings together with a deposit of \$25 are to be made to Richard Evennett (tel: 444 8792) by the 12th April, 1987. Definitely no bookings will be accepted after this date. The anticipated total cost of the tour will be approximately \$300.

PROPOSED BALI TOUR

The organizers have reluctantly decided to postpone the Bali Tour until 1988. Further details to be announced later.

36 km/h
39 km/h

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

Fostering Cycle Touring and Protecting
the Interests of Cyclists

C.T.A. Committee for 1987

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Vice-President:	Ron Bowyer 14 Excelsior Street Shenton Park 6008	H. 382 3993
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	John Meakin 17 Marsh Way Bullcreek 6155	H. 332 5550
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6 HOUR/12 HOUR TIME TRIAL 26th October, 1986

On a cold and misty morning at 5.30 am, 24 cyclists reported to the timekeeper Aileen Martin who despatched them individually at one minute intervals. Everyone was in a hurry. I presume this was to get warm but finally the sun came through and the mist lifted. It proved to be an excellent day with the exception of a wind which rose in the afternoon.

It has just dawned on me that I am the last person who should be writing about this as I was riding the 12 hour and saw very little of what was going on. John and Aileen Martin had volunteered to run the event on the day and with a number of willing helpers made a first class job of it. Everyone appeared to thoroughly enjoy the day out and I for one had no complaints. The results at the end of 6 hours were excellent with quite a number of riders surprising themselves. The 12 hour riders of course still had to do another 6!

Results were as follows:

6 Hours			
Barry Radestock	157km	Rod Evans	166km
Mark Smoothey	172km	Shane Ritchie	153km
Ron Wake	140km	John Meakin	162km
Brian Jahn	145km	Chris Pilling	DNF
Bill Clues	140km	Robert Min Oo	166km
Brad Jahn	132km	Stephen Booth	162km
Dave Vance	153km	William Warner	DNS
Arie Lemson	158km	Jose Arregui	170km
Dirk Gemeinhardt	144km	Greg Buchanan	161km
Roger Smith	164km	Stewart Stockdale	182km
Brian Hassell	163km		

12 hours			
Ron Masterman	320km	David Doust	282km
Gerry Allen	361km	Brian Hawes	DNF
DNS — Did Not Start		DNF — Did Not Finish	

The standards awarded are as shown:

6 Hours	12 Hours
Gold — 160km or more	Gold — 300km or more
Silver — 140km	Silver — 250km
Bronze — 120km	Bronze — 200km

There were 10 gold, 8 silver and 1 bronze awards won in the 6 hour event and 2 gold and 1 silver in the 12 hour.

Ron Masterman

25km TIME TRIAL

8th February, 1987

This popular C.T.A. event attracted 30 riders to the regular 25km course at Canning Vale. The age of the riders spanned the very young to the not so young and the standard stretched from the 'gun riders' to the novice, lady riders doing particularly well this year.

As the riders approached the checkpoint for the first time, it was noticed one rider had resorted to walking, he quickly explained the reason — a flat tyre. It wasn't a puncture, just a patch which had lifted. "Just as well," complained John Meakin, "particularly as I made a point of coming out here yesterday and sweeping the corners to avoid a puncture." A few minutes later, with tyre back on and air back in, away went John trying desperately to catch up to those who had already notched up at least one lap. In a very short space of time along came John, yes, you guessed it, walking again. This time it was a puncture. Bad luck John, perhaps it may be safer to help run the event next year!

Many thanks to those who helped me keep times etc, particularly Coral and Brian.

Joy Jahn

25km TIME TRIAL

(minutes & seconds)

Arregui	Birgit	53.52
Arregui	Dirk	50.44
Arregui	Jose	45.32
Barker	Nerol	52.23
Birds	Glynn	39.27
Bradden	Dennis	49.55
Bunny	Helen	53.15
Bunny	Martin	46.56
*Claux	Kleber	43.50
Cooksey	Peter	42.57
Elliott	Mark	45.19
Evershed	Sean	4.535
Hannaford	Vivien	105.48
Harris	Kevin	46.12
Hill	Ian	49.05
Martin	Aileen	46.25
Meakin	John	Withdrew
Minod	Robert	44.13
Page	Bea	52.16
Pilling	Chris	45.54
Richards	Jim	46.29
Rzenek	Bradley	110.25
Rzemek	Deanne	105.48
Rzemek	Eddy	48.05
Stockman	Ben	51.09
Stockman	Bob	44.08
Talbot	Max	44.32
Turley	John	49.05



NEW PRODUCTS CORNER

The following two brief reports are the beginning of what I, as Editor, hope will be a continuing series of reports on new products of possible interest to you, our reader and available from our advertisers. I hope you enjoy reading about them and avail yourselves of the pleasure of using the goods themselves.



Join The Chain Gang

Become an expert at keeping your chain clean and add to its life with the "Vetta" chain cleaner. There is no need to remove your chain from the bike. Simply lay the chain in the cleaning tank, turn the cranks and "hey presto", right before your eyes, the chain becomes like brand new!

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Thinking Of Re-tiring?

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MAIN EVENTS 1987

MARCH

- 300 km Audax Ride, March 15
- 50 km Achievement Ride, March 22

APRIL

- 400 Km Audax Ride, April 11-12
- Easter Pannier Tour-Toodyay, Dowerin & Northam, April 17-20

MAY

- 600 km Audax Ride, May 9-10
- South West Tour, May 9-16
- 100 Km Achievement Ride, May 24
- Donnybrook long weekend, May 29-June 1

JUNE

- 200 km Achievement Ride, June 21

JULY

- King of the Mountain, July 12
- "10,000 in 8", July 19

AUGUST

- 300 km Achievement Ride, August 15
- 400 km Audax Ride, August 29-30

SEPTEMBER

- Couples Weekend
- Wongan Hills long weekend, September 25-28
- 1000km Audax Ride, September 25-28

OCTOBER

- York Family Weekend, October 30-31

NOVEMBER

- 6 Hour Time Trial, November 15
- Bicycle Rally, November 29

DECEMBER

- Annual General Meeting, December 13

Keep this guide handy as a quick index to the major rides and events on the C.T.A. calender for 1987. Full details of all rides will be published in our bi-monthly Newsletter closer to the event.

THE TOURING BICYCLE

by a cycling rabbit.

"What sort of bicycle should I buy for touring?" is the opening question in many of the phone calls coming in to the C.T.A. contact phone number — this is a most difficult question to answer briefly as it is dependent on many different factors. But the 3 key factors are

- * the type of touring in which you will be participating within the foreseeable future
- * your physical size, weight and, more importantly, strength
- * your budget for cycle and essential accessories including hardshell helmet, clothing, racks and panniers

FRAME

Substantial day rides of up to 200 to 300 km can and are successfully undertaken on "day sports", "racing", and "triathlon" cycles as well as full-blown long distance touring bikes.

For extended tours of 3 days and upward, or for long day rides over rough or unmade roads, only the genuine long distance tourer should be considered from the standpoint of rider comfort, lack of fatigue at the end of the journey and suitability of the gearing and general setup for longer hours in the saddle.

There are subtle but significant differences between these various types of bikes - the most obvious being between the long distance tourer and the variations on the classic European racing bikes offered today as day riding, sports, triathlon, etc. and whilst they are very similar to the untrained eye, they are very different in handling and ride comfort when laden and when spending several hours in the saddle.

In general TOURERS will have longer rear stays (from the crank axle to the rear wheel axle) to give more even weight distribution between the two wheels, a slightly softer ride and to give adequate clearance between your heel and the front of a loaded pannier.

A gap between the rear tyre and the back of the seat tube of 30mm (1 1/4") or greater indicates touring length rear stays whereas a gap of a fingerwidth between tyre and seat tube indicates a short wheel base day racer frame.

There is much (too much?) emphasis these days on fancy tube materials and frame weight of the cycle. Most commercially available production bikes in the \$350 to \$600 range (at Jan '87 prices) are made from high strength alloy steel or chrome-molybdenum alloy steel tubing — look for a "Mangalloy" or "Cr-Mo" or similar decal sticker on the seat tube.

In the \$800 plus range the premier tubing materials such as Reynolds 531 or Columbus SL or SP are generally used.

GEARS and DRIVETRAIN.

Gearing is a subject worthy of an essay on its own, however for this article an overview will suffice. Invariably day or racing bikes have 2 chainrings, usually with 52 tooth outer and 42 or 40 tooth inner rings. This is based on old European road racing practice and results in so-called Alpine or 1 1/2 step gearing.

Some 'general purpose' bikes are now appearing with 2 ring cranksets having the bolts which attach the rings to the crank arm spiders on a smaller bolt circle than is found on 52/42 chain ring sets. Thus the inner rings can be down to 32 or 35 teeth. Whilst this does help somewhat in getting towards the lower gears needed for loaded touring it still does not match the sheer convenience and very wide range gearing now available with the "tourist's friend" — the TRIPLE CHAINRING setup. The advent of all-terrain, off-road or mountain bikes has expanded the market for triple chainring sets to the extent that the mass manufacturers in Japan now offer a good range which is eminently suitable for loaded touring. Look for the Sugino triple GT, Shimano triple 'Deore' and Sakae triple.

For the taller/heavier rider or the not so strong rider intending to do even lightly loaded pannier touring, triple rings are now easily obtainable and affordable as original equipment on your new tourer. It is a very expensive exercise to change from double to triple rings after you have purchased the bike — buy the triple as original equipment.

A typical touring triple setup would have 48/44/24 chainrings combined with 13 to 24 (or 26 or 28) tooth rear cluster. This is called a "Halfstep + granny" setup. The change from 48 to 44 tooth ring on the front gives a nice narrow gear.

change when compared to the traditional wider step achieved with 52/42 dual racing arrangement hence the term "half step"; this is great when looking for just the right gear ratio for keeping a steady speed and pedalling rate to keep up with other riders.

The big jump from 44 to the 24 tooth "granny" gear allows you to creep up steep hills at the sort of speed Granny might manage along a perfectly flat road!

With your triple chainring cranks and medium range 13 to 24 rear cluster, your new tourer will, of course, be fitted with long arm front and rear touring derailleurs to handle the extra length of 'spare' chain when compared with a day bike dual ring narrow gear range setup — a further expensive reason for specifying triples in the first place if you may do longer distances and loaded touring at a later date.

However should you already have a 2 chainring crankset and not intend to change at this time to a triple, then fairly wide range gearing for touring can still be obtained by fitting the smallest inner chainring possible on your particular cranks (depending on brand and model you may get down to around 32 teeth) and combine that with a wide range rear cluster (14 to 28 or 14 to 32 teeth). With long arm touring rear derailleur and long arm front derailleur you have a quite low bottom gear. The penalties in this sort of drive can be difficult changes from the 35 to the 52 rings and excessive amounts of 'spare' chain in some gears and ultimately having only 8 useful gears out of 10 or 9 out of 12.

In the price ranges mentioned (above \$350), all bikes will be (or should) have cotter-less alloy crankarms with all chain rings detachable from the crank arm spider. Chrome plated steel cottered cranks have no place on today's quality bicycles.

WHEELS

The wheels and tyres are another major area distinguishing the tourer from day bikes. Firstly let me say that all bikes should have aluminium alloy rims. They are 2 to 3 times more effective than steel rims for stopping in the wet, alloy rims are more resilient to pot holes and far more likely to stay round and true. Day bikes should have so-called 1" rims (which are approx 20mm outside width and 13mm wide inside the hooked edges) and 1" high pressure (100psi) tyres for minimum rolling resistance and most "lively" feel.

Touring bikes should have so-called 1 1/4" wide rims (approx 23mm outside and 1 1/4" high pressure general purpose tyres. For really "bomb proof" wheels to tackle that rugged tour fully laden over rough or unmade roads then wider rims such as the Mavic Module 4 (27mm outside width) should be sought and coupled with heavier special purpose touring tyres such as the Michelin "Club Tourist" or Specialised "Expedition".

Heavier cyclists should consider only the stronger "box construction" type rims which are much more stiff than the plain channel cross section type. Look for Mavic module E, Araya Aero or similar. Buy 5 spare spokes of the correct length to suit your particular wheels and tape the spokes with the nipples onto your pump so that you have replacement spokes available should that definitive pot-hole result in a broken spoke.

Most experienced touring and dayriding cyclists in W.A. prefer the Presta type valve in their tubes to the automotive style Schrader valves or the very old style cycle valve which used to utilise very small bore rubber sleeve over a fine valve stem. The Presta valve is easier to inflate to the high pressures used on cycles today — specify Presta valves on your new bike and carry 2 spare tubes in a pouch under the saddle.

BRAKES

On all bikes above the "supermarket specials" price range (\$150 to \$280), brakes will or should have alloy calliper arms and a quick release mechanism on the calliper arm sets to allow the brake blocks to be opened wide enough to remove or replace a fully inflated tyre. At the lower end of the price range some brake handle sets are fitted with so-called 'safety' or 'extension dual' levers. These extension levers can limit brake travel and in an emergency situation could contribute to an accident. Avoid them or have them removed from the bike before bad usage habits arise. Ensure the brake levers are supplied with comfortable rubber brake lever hoods to cushion the hands as you will be riding for extended periods gripping the brake mountings.

Whether your brake set is the common side pull type, centre pull or cantilever type depends largely on buyer preference. However many confirmed tourists demand cantilever brakes with the calliper arm pivots brazed permanently onto the cycle frame.

Cantilever brakes are generally credited with being significantly more powerful i.e. less brake lever force required for the same retarding effect of brake block on the wheel rim. This can be useful on long descents when heavily loaded but remember, whether cantilever or sidepull or centre pull, all brakes still rely in the end on the dissipation of heat generated by the action of the brake block on the rim to slow you down.

However in summary any 27" wheel bike fitted with cantilever brakes as standard equipment will undoubtedly be a touring frame.

BAGS AND RACKS

The chrome plated steel rod racks with spring loaded holder which are normally seen en-route to school laden with books and football boots is not stable enough for laden touring. Again purpose designed equipment is required. Touring racks are quite narrow when compared to school bike racks since touring racks are designed to have their loads suspended off each side; then the centre of gravity of the laden bicycle is lower and thus more stable when honking up that alpine pass. Carrying a load on top of the rack makes the cycle very unstable.

Suitable touring racks are manufactured in plastic coated steel by Karrimor (U.K.) and in welded high strength aluminium by Blackburn and Eclipse (U.S.A.) amongst others. The supporting 'legs' of touring racks should extend far enough back behind a vertical line down through the back wheel to prevent the back edge of the pannier bag from getting into the spokes when the bag inevitably waves back and forth slightly when climbing a hill out of the saddle.

To securely anchor the pannier rack to your bike, threaded eyelets are required just above the rear wheel "dropout" (the slotted end of the frame into which the rear wheel axle is fitted). All genuine touring frames will have these eyelets and in fact many will have a second set of eyelets for mounting mudguards independent of the pannier rack. When buying a "day bike" or triathlon-type bike, check that threaded eyelets are in fact provided.

A research program by Jim Blackburn's company in U.S.A. showed that the most stable and safest set-up for pannier touring is to use a so-called "low rider" front rack with small to medium size front bags set with the centre of the bags almost in line with the front axle combined with small to medium size rear bags suspended from a securely mounted rack with the bags as far forward as possible but still with heel clearance. The far less desirable (from the standpoint of stable riding and steering) handlebar bag plus medium to large rear panniers system is the more common set-up in W.A. but low rider racks and bags are slowly starting to be seen here.

For bags there is no doubt that the best bags available are manufactured right here in W.A. by Wilderness Equipment. Quite apart from being top quality in materials and workmanship you are able to have minor mods or repairs carried out if necessary. The W.E. bags have excellent top closures, superior quick access clips and thoughtful design often incorporating ideas fed back from the user-cyclists. Unfortunately like everything else of quality they are not cheap but lesser supermarket bags don't last the distance.

The U.K. Karrimor bag range has a number of different sizes and materials, it is an acceptable and popular alternative to W.E. at slightly lesser cost.

SAFETY GEAR

Remember that you will be cycling on bitumen which most motorists consider their private and personal property and to which and on which they consider you, as a cyclist, have absolutely no rights. Therefore it is your responsibility to be as highly visible as possible, day or night.

Starting with the bike, it should be fitted with effective rear facing pedal reflectors (despite comments to the contrary, pedal reflectors can satisfactorily be fitted for use with cleated cycling shoes), a fixed rear reflector mounted somewhere between the rear brake and the seat pillar bolt, and side facing reflectors attached to the wheels — all these are legal requirements.

In addition your bike should sport a high efficiency sealed beam halogen headlight and an 80mm (3") diameter tail-light incorporating a proper parabolic reflector driven from an efficient generator operating against the flat tread of the tyre not against the side-wall. Probably the best currently available combination is the Sanyo 'Dynapower' generator with matching Sanyo tail-light plus an I.K.U. or Union halogen headlight.

Road traffic regulations also require that a bell be fitted. They are quite useful when riding on dual-use paths to warn meandering pedestrians of your approach. Mount the bell in a location which does not interfere with your hand grip on the handlebars or the mounting of handlebar bags but most importantly mount the bell in a position where it cannot do any damage to yourself in the event of a fall.

CLOTHING

You should be wearing a quality hard shell helmet such as a Bell 'Tourlite' or 'VI-Pro', M.S.R., Guardian, or Stackhat or equivalent. Unfortunately these quality helmets cost around \$65 to \$80 but then no worthwhile protection comes cheaply.

Below the helmet wear a bright coloured shirt in the high visibility yellow-orange colour range, add cycling gloves which are well padded over the palms just in case one day you "greet the bitumen" hands outstretched.

On the other end, hard-soled shoes are required to avoid pressure problems and sore feet after a long day's ride. If you can afford to buy either racing cycling shoes or touring cycling shoes then so much the better. Some of the Australian/N.Z.-made racing shoes can be worn without the metal cleat blocks which make walking very difficult and dangerous on hard or polished surfaces.

Complete your ensemble with proper cycling 'nicks' — those funny looking long legged stretchy skin tight lycra shorts which are purpose designed to avoid chafe on the inside of the thighs from the saddle. Cycling nicks have real or synthetic chamoise panels (usually with a padding layer as well) in the crotch. You should wear these nicks without any underwear as the seams in the 'undies' will cause the chafe that the nicks are specifically designed to avoid — simply wash the nicks frequently using very mild detergent and buy a second pair of nicks for tomorrow's ride. With the advent of Triathlons, cycling nicks are now available in every possible colour combination (including a few I would not be seen dead in!) as an alternative to the traditional all-black nicks which were required by the racing cycling establishment for competition.

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CALENDAR MARCH/MAY 1987

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

NOTE-Grading System

S = 0-40 km
M = 40-80 km
L = 80-120 km
XL = 120 + km

* = Flat terrain
** = Moderate terrain
*** = Hilly terrain
**** = Very hilly terrain

March 15

300km Audax Ride

Please contact John Meakin on 332 5550 (h) for more information.

March 15

Northern Beach Ride

Grade: M(40-80km) ** Time: 9:00 am

Meet at the Karinyup Shopping Centre at 9:00 am for a ride to Burns Beach via Mullaloo. Bring bathers and sun cream if you wish to have a swim. Return to Karinyup early afternoon.

Leader: Richard Evenneft Contact: 444 8792 h

March 22

50km Achievement Ride

Grade: M ** Time: 8:30 am

A new course for 1987. Meet at the Armadale Railway Station, Forrest Road end at 8:30 am in order to register. The ride will start promptly at 9:00 am and must be completed in 2 1/2 hours. Badges can be obtained by successful riders. Members or new members only.

Leader: John Martin Contact: 293 8170 h

March 29

South West Jaunt

Grade: M(40-80km) ** Time: 8:00 am

A club first and depending on the response hopefully not the last. Travel by bus to Waroona and then cycle via quiet country roads to Pinjarra or as far as you wish to cycle.

Meet at Stockman's Garage 15 Loton Ave., Midland at 8:00 am to as to load the bikes onto the trailer for a departure at 8:30 am. Because the trailer can only carry 16 bicycles, there will be a limit of 16 riders. Bookings will be on a first in first come basis. The cost will be approx. \$10 per person. Bring a picnic lunch and drink etc. Members only sorry.

Leader: John Sherwood Contact: 447 8939 h

APRIL 5

40 Km TIME TRIAL

Grade: S (40 km) * Time: 8:00 am

Meet at Midland Town Hall at 8:00 am in order to register. Riders will leave Midland for a short warm up ride to the starting position on Great Northern Highway. The ride will then start at 9:00 am. Members or new members only.

Leader: Chris Pilling Contact: 344 9825 w

APRIL 11-12

400 Km AUDAX RIDE

Grade: XL (400 km) *** Time: 3:00 am

Meet at Stockman's Garage 15 Loton Ave., Midland at 2:30 am for a 3:00am start. Maximum time allowed 27 hours, minimum time 13 hours. Cost \$12 plus \$4 for Brevet and \$5 for medallion. Closing date 3rd April.

Leader: Bob Stockman Contact: 293 5278 h

APRIL 12

GIDGEGANNUP ELEVENSES

Grade: L (80-120 km) *** Time: 8:30 am

Meet at Perth Railway Station at 8:30 am or Midland Town Hall at 9:30 am for a ride up through the hills to Gidgee for morning tea. Return to Perth early afternoon. Note this ride is not suitable for beginners.

Leader: Paul Smeets Contact: 361 2789 h

APRIL 17-20

EASTER PANNIER TOUR

Midland - Toodyay - Dowerin - Northam - Midland
Grade: L (approx 80 km per day) *** Time: 8:00 am

Friday 17: Meet at Stockman's Garage at 8:00 am for an 8:30 am departure to Toodyay. Stay overnight at Victoria Hotel.

Saturday 18: Depart for Dowerin, stay overnight at Commercial hotel.

Sunday 19: Depart for Northam, stay overnight at Commercial hotel

Monday 20: Return to Midland, arriving mid afternoon.

Expected cost approximately \$15 per night per person for bed only.

Meals can be obtained at the various hotels.

NOTE - Please book early as there is a limit to how many can be accommodated at the hotels. Bookings close on the 29 March 1987.

Leader: John Martin Contact: 293 8170 h

APRIL 19

TOUR OF PERTH

Grade: S (0-40 km) * Time: 10:00 am

Meet at the "Log" in Kings Park at 10:00 am for an easy ride, looking at Perth's more interesting buildings and parks.

Leader: Brian John Contact: 341 3269 h

APRIL 25

AFTERNOON TEA AT PERRY LAKES

Grade: S (0-40 km) ** Time: 1:30 pm

Meet at the "Log" in Kings Park for an easy ride to Perry Lakes for afternoon tea which will be provided. Return to Kings Park late afternoon. Note this is a Saturday ride.

Leader: John Sherwood Contact: 447 8939 h

APRIL 27

FREMANTLE TRIANGLE RIDE

Grade: L (80-120 km) * Time: 9:00 am

Meet at Fremantle Railway Station at 9:00 am for a hard ride to Armadale for morning tea then on to Rockingham for lunch. Return to Fremantle mid afternoon. Please note this ride is not suitable for beginners and it is a Monday ride.

Leader: John Meakin Contact: 332 5550 h

MAY 3

CHURCHMAN BROOK

Grade: L (80-120 km) *** Time: 9:30 am

Meet at Causeway Car Park at 9:30 am or Kelmscott Railway Station at 10:45 am for a moderately hard ride to Churchman Brook for a picnic lunch or B.B.Q. returning to Perth mid afternoon.

Leader: Sue Stockdale Contact: 450 3245 h

MAY 9-10

600 Km AUDAX RIDE

Grade: XL (600 km) *** Time: 5:00 am

Meet at Stockman's Garage 15 Loton Ave., Midland at 4:30 am for a 5:00 am start. Maximum time allowed 40 hours, minimum time 20 hours. Cost \$18 plus \$4 for Brevet and \$5 for medallion. Closing date May 1st.

Leaders: Robert Min Oo Contact: 332 3875 h

Stewart Stockdale 450 3245 h

MAY 8

CUT-OFF DATE FOR BOOKINGS AND PAYMENT FOR DONNYBROOK LONG WEEKEND

MAY 9-16

SOUTH WEST TOUR

See notice board on page one for further information.

MAY 10

JARRAHDALE RIDE

Grade: L (80-120 km) *** Time: 9:00 am

Meet at Causeway Car Park at 9:00 am or Kelmscott Railway Station at 10:15 am for a hard ride through the hills to Jarrahdale for lunch. Returning to Perth mid afternoon.

Leader: Tony Willis Contact: 457 2191 h

MAY 17

BON VOYAGE TO OUR OVERSEAS ADVENTURERS

MUSSEL POOL B.B.Q RIDE

Grade: M (40-80 km) * Time: 9:30 am

Meet at Perth Railway Station at 9:30 am or Guildford Post Office at 10:30 am for an easy ride through the Swan Valley, stopping at Mussel Pool for a B.B.Q lunch. Return to Perth mid afternoon.

Leader: John Meakin Contact: 332 5550

MAY 24

100 KM ACHIEVEMENT RIDE

Grade: L (100 km) *** Time: 9:00 am

A new course for 1987. Meet at the Armadale Railway Station, Forrest Road end at 8:30 am in order to register for a 9:00 am start. The time limit is 5 hours. Badges can be obtained by successful riders. Members or new members only.

Leader: John Martin Contact: 293 8170 h

For Sale

- Eclipse Low-Rider Rack with matching front panniers, \$120 ono. plus;

- Brooks Pro-Select leather saddle (large rivets), not fully broken in, \$65. Includes tin of saddle wax. Contact Kim Johnston, Unit 7, 2 Kathleen Street, Yokine 6060. Tel 349 1211 h, 427 5354 w.

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