



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



EDITOR: Ron Bowyer

May/June 1987
Issue Number 76

50 km Achievement Ride March 22, 1987

A record number of cyclists turned up to start in the ever-popular 50 km ride. Ride leader John Martin soon had the unruly rabble under control and decided to start the riders in two separate groups. Despite a brisk northerly breeze which held some of the slower riders (like me) back on the upwind leg, and the desire by some (unnamed) who wanted to make this a 60 km ride by taking a wrong turning, some fast times were recorded. John and the course planners are to be congratulated on yet another very successful event. Starters and their times are as follows:

Name	hr min	Name	hr min
Bob Abrahams	1 53.9	Ari Lemson	1 46.0
Dirk Arregui	2 02.2	Carmel Loughney	2 36.4
Jose Arregui	2 01.3	Kath Margrain	2 43.0
Ron Bird	1 58.5	Terry Margrain	2 30.0
Peter Bombardieri	1 42.1	David Markum	2 28.2
Stephen Booth	2 11.0	Aileen Martin	2 11.0
Wendy Booth	2 11.0	Ron Masterman	2 11.0
Alan Bourne	2 00.4	John Meakin	1 42.0
Ron Bowyer	1 56.4	Robert Min Oo	1 39.4
Dennis Braddon	1 42.5	Allan Munday	1 47.5
Martin Bunney	1 47.5	Nick Payne*	1 44.5
Kleber Claux	1 43.4	Anne Armstrong*	1 44.5
Bill Clewes	2 07.0	Keith Pearmine	2 07.2
Peter Cooksey	1 33.4	Chris Pilling	2 00.4
Geoff Creighton	2 56.0	Shane Ritchie	1 47.0
David Doust	1 33.4	Ron Russell	1 57.5
Noel Eddington	1 44.9	Bradley Rzemek	2 36.4
Mark Elliott	1 51.0	Eddy Rzemek	2 34.3
Richard Evennett	1 57.3	John Sherwood	1 40.2
John Feain	1 58.5	Leigha Sherwood	2 56.0
Piers Ford	2 15.5	Phillip Sherwood	2 52.0
Don Freason	2 11.0	Stewart Stockdale	1 33.4
Lin Hambleton	1 43.0	Ben Stockman	1 57.3

Neil Hart	2 20.0	Max Talbot	1 39.4
Ian Hill	2 21.0	Sue Thomas	2 02.3
Brad Jahn	2 06.0	John Turley	1 59.5
Brian Jahn	2 19.0	Dave Vance	1 57.5
Peter Jenkins	1 56.5	Albert van de Moosdyk	1 48.5
Des Jones	2 11.0	Ron Wake	2 11.0
Hank Kapiteyn	2 11.0	John Walker	1 43.0
Graham Lantzke	1 47.0	Fred Watson	1 58.5
Brian Lassey	1 48.0	Tony Willis	1 46.2

* on tandem

Ron Bowyer

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

Fostering Cycle Touring and Protecting
the Interests of Cyclists

C.T.A. Committee for 1987

President:	Martin Bunney 6 Peter Street, Attadale 6156	H. 330 3659
Vice-President:	Ron Bowyer 14 Excelsior Street Shenton Park 6008	H. 382 3993
Secretary:	Denise McEvoy P.O. Box 1274 Booragoon 6154	
Treasurer:	Geoff Creighton 46 Berehaven Avenue Thornlie 6108	H. 459 4178
Committee Members:	Richard Evennett 128 Fairfield Street Mt Hawthorn 6016	H. 444 8792
	Brian Jahn 30 McLintock Way Karrinyup 6018	H. 341 3269
	John Meakin 17 Marsh Way Bullcreek 6155	H. 332 5550
	John Sherwood 45 Bernedale Way Duncraig South 6023	H. 447 8939

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BASIC MAINTENANCE Part Four

A deflating tale by a cycling rabbit

Last Sunday's C.T.A. ride was the first ride in the rain since '86. Spring and of course those fine slivers of shattered glass bottles, windscreens, headlamps etc. left on the roads by careless motorists were flushed up out of the crevices between the stones in the bitumen where they have been hiding for most of Summer to sit on top of the bitumen just waiting for my tyres to roll over them. Two punctures within 200m were enough to prompt the cycling rabbit to go into print on perhaps the most basic item of maintenance you will have to carry out on the roadside — *replace a punctured tube*.

There are a couple of simple techniques which, combined with a dose of will power and a pair of strong thumbs, can simplify and speed up replacement of a punctured tube.

Firstly, getting the tyre off the rim and the tube out for repair. Whilst removing and replacing countless tyres for family and friends in the process of keeping a number of cycles on the track training and racing plus on the road touring and racing, I have developed a technique for tyre removal and re-fitting which has *virtually eliminated the use of tyre levers* — that dreaded tool which seems to cause nearly as many punctures as it attempts to repair!

Here is the Rabbit Tyre Technique.

After removing the wheel from the frame, look for any obvious nail or other cause of the puncture, remove the valve stem retaining nut or knurled ring, and 'un-seat' the valve stem by pushing it back into the rim.

With the rim on the ground and the valve stem at the bottom stand with the edges of your insteps on either side of the rim in the vicinity of the valve stem at the 6 o'clock position.

Now comes the hard part — harder to describe than to actually do! Whilst holding the rim down to the ground with the feet, grasp the tyre at the 12 o'clock position between the thumb and first finger of the LEFT hand and pull up as hard as possible. At the same time, squeeze the tyre between the thumb and first finger of the RIGHT hand to un-seat the tyre off the rim and get the tyre beads (the strong wire bits which prevent the tyre from stretching far enough to pop off the rim) into the centre of the rim so you can eventually get enough "slack" tyre at one point to pull the tyre over the rim and off the wheel. Starting at the 5 o'clock position near the bottom of the wheel with the "squeeze-the-tyre" bit, work your way around squeezing with the right hand at intervals of about 75mm (3" for the non-metricated) to the top where you are still pulling up for your dear life. Keep pulling up whilst repeating the "squeeze-the-tyre" bit from the 7 o'clock position near the bottom around to the top on the other half of the wheel. If you pull the tyre around the rim towards the top at the same time as you squeeze, by the time you have repeated two complete passes on each half of the tyre you will generally find, as if by magic, there is enough "spare" tyre at the top such that with one hefty final yank (no, not American, Mavis) you can haul the tyre and tube together over the edge of the rim.

Place the wheel on the ground and remember which side of the tyre was the side which would have been facing



upwards. The reason for this will be revealed in due course. Now you can fish around inside the tyre and remove the punctured tube.

Secondly, there is no point in replacing a punctured tube until you have found the cause of the puncture in the first place. My first puncture on Sunday was caused by a minute sliver of brown (beer bottle) glass. In the pouring rain it was virtually invisible, hidden away in the minute slit it had caused in the tyre.

How did I find it?

Well, in our family we *always* install our tyres on the rims in exactly the same way i.e. we always set the tyre brand mark opposite the prominent brand mark on our rim. If your rims don't have a prominent manufacturers decal then always set your tyre brand at the valve hole. Why? After removing the holed tube from the tyre, inflate the tube as best you can and locate the puncture. Now lay the tube over the tyre with the tube valve and tyre brand mark in the correct position relative to each other and 'Hey Presto' now you know exactly where to look in the tyre for that sliver of glass, small tack, fine piece of wire or staple which has been the cause of your deflating experience.

If the hole is in the under side of the tube i.e. the area which is normally in contact with the rim then it is possible that glass or other road debris was not the cause and you should look for a rogue spoke sticking through the rim tape. By lying the wheel down in a known orientation with respect to the tyre

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and hence the tube as outlined above, you now know where to look for a problem spoke.

If you don't find and remove the cause of the puncture, it is almost certain that you will puncture the new tube after 500m if not immediately!

Thirdly, *refitting the tyre and new tube without tyre levers* is more important than leverless removal of the tyre in the first place. Who wants to nick the new tube and put two brand new holes in it at this stage?

After removing the cause of the last puncture (and arranging a temporary sleeve for in between the tube and tyre if the carcass damage to the tyre is severe enough and you are a fair way from home), refit the tyre over the rim balancing the rim on your toes rather like a penguin keeping its egg off the ice floe! This helps to keep foreign material out of the tyre interior and off the tube surface — a bit of dirt could finally wear through the tube after a hundred km or so.

Continue working each way around the tyre from the valve pushing and cajoling it over the rim. When you get to the last 150mm the fun really starts and the strong thumbs come into play! Work a couple of millimetres at a time on each end of the reluctant tyre bead.

If you still can't get the last bit on, try turning the wheel around the other way (180 degrees about the vertical) so you are now pulling the tyre towards you instead of pushing the bead away from you with the thumbs. With both hands surrounding the rim and tyre, grip VERY FIRMLY and rotate the hands around the rim/tyre with a strong wrist action. Frequently the force of the hands across the last remaining 100mm of reluctant tyre bead is sufficient to get it to pop onto the rim.

Congratulations! You have just joined the Tyreleverless Club.

Next put about 4 pump strokes of air in the tube and go round once more squeezing the two sides of the tyre gently



TOP.

Have you remembered to set the tyre brand against the valve hole? If not, do it now!

If you are puncture repairing/tyre changing at home then dust the inside of the tyre and outside of the tube with baby powder (we keep a plastic bag with a small amount of Johnsons Baby Powder in the workshop for mess-free dusting the tubes).

Insert the valve stem through the valve hole in the rim and put a small amount of air in the tube — just enough to give it some shape, 2 strokes with the pump is usually sufficient (over inflating the tube will make it physically longer and harder to get it all back inside the tyre). Push the tube into the tyre working both ways from the valve around to the bottom of the wheel, all the time still making like the penguin!

Make sure that there is not a whole pile of spare tube "left over" opposite the valve. If there is, work the tube back both ways around the rim towards the valve stem.

Next, go around the tyre pushing/squeezing the tyre and hence the tube onto the rim. This is to get the tube set properly in the 'hollow' or 'U' of the rim and to avoid pinching the tube in the subsequent steps.

Now, starting at the valve, push the tyre back over the rim with the thumbs. When about 150mm (6") of tyre bead each side of the valve stem is back inside the rim then "un-seat" the valve stem again by pushing the stem up into the tyre. This will allow the tyre's wire beads to get right down to the base of the 'U' of the rim under the bulky bit of tube around the valve stem. Then we can get the "spare" bit of tyre needed to haul the last bit of tyre bead over the rim — just the opposite of getting the tyre off.

together whilst ensuring that the tube is not caught or left sitting between the tyre bead and the rim — a sure recipe for an early flat! — and check that the valve stem is now re-seated again.

Fourthly, inflate the tyre to the pressure recommended on the sidewall of the tyre, spin the wheel and check that there are no significant low spots or high spots on the tyre with respect to the rim, a convenient check can often be made by observing whether construction marks or ridges on the tyre sidewalls are a uniform distance from the rim. If the tyre is not correctly seated all the way around the rim then deflate the tyre to soft, go round with the squeeze treatment, try and work the tyre away from the high spots and towards the low spots. If you don't correct this problem now the tyre could blow off the rim when you are riding, with disastrous consequences.

When satisfied that the tyre is probably correctly seated then re-inflate to the maximum recommended pressure, re-check the seating by spinning the wheel. Keep repeating this as long as necessary to get the tyre correctly and evenly seated. When successful, refit the wheel to the bike and take it out for a short test ride.

Repair the punctured tube and when the adhesive has cured (best left overnight), deflate the tube completely, refit its dust cap, fold the tube and put it back with your second (or third) spare tube, spoke key, cluster removal tool and two 20 cent pieces in the pack under your seat ready for the next deflating experience. Take the rest of the day off!

SAFE PEDALLING. DON'T FORGET TO WEAR A HARD SHELL HELMET AND BE SAFE — BE SEEN.

NOTICE BOARD

FEES and NEWSLETTERS

A timely reminder from our Treasurer that fees for 1987 — if not already paid — have now been outstanding for at least four months. Please pay up now or otherwise this will be the last Newsletter we mail to you.

Obviously this does not refer to our many readers who get their copy from bikeshops. If you would like to join the Association, contact our Treasurer, Geoff Creighton. Fees range from \$8 per annum for a Junior through to \$20 for a family. There is an \$8 joining fee applicable to the first year only. More details from Geoff.

C.T.A. welcomes Nick Payne

We have been delighted to see Nick Payne return to W.A. for a holiday in company with Ann Armstrong. Nick, who moved to Canberra some 5 years ago, was a popular member of C.T.A. (W.A.) and as you may have guessed a strong rider too! He remains strongly committed to cycling in Canberra where he also organises Audax events. Nick and Ann took the opportunity of doing a brief South-West tour by bicycle before returning to Canberra just prior to Easter.

CYCLING and the LAW

A new little brochure has just been released by the W.A. Bicycle Committee detailing the responsibilities of cyclists under W.A. laws. If you would like a copy and they are not available in your bikeshop, contact Martin Bunney, our representative on the new W.A.B.C.

Bicentennial International Friendship Ride Proposed Perth-Kalgoorlie Leg

Following discussion between your Committee and Maxine Drake and Robert Min Oo, the W.A. organisers for the Friendship Ride, it has been agreed that the C.T.A. will promote the idea of a joint BIFR-CTA ride from Perth to Kalgoorlie in late October or early November this year. If you are interested in joining such a ride, please contact Maxine or Robert or any of the Committee without delay so that we can assess likely support.

South West Jaunt

On a fine but windy Sunday, 15 riders plus driver set off from Midland in the Mercy College bus bound for Waroona, on the first and hopefully not last country excursion. After an hour and a half in the bus, the troops were getting restless and so we stopped at Pinjarra for the customary ice creams and cool drinks.

On arriving at Waroona we unloaded our bicycles and set off in the direction of the Waroona Dam, I am sure to the bewilderment of the local folk who probably had never seen so many smartly dressed cyclists before. The ride to the dam was very picturesque, up and down the somewhat hilly roads.

Lunch was had at the local recreation ground with a model of the Sydney Harbour Bridge in the background. As usual everyone came well prepared with food.

After taking some photographs to remember the occasion, some of which will hopefully appear in future issues, we set off for Pinjarra approximately 45 km via quiet, flat roads. All was proceeding well until we were suddenly disturbed by a very loud bang! You guessed it — the President's wife had blown a large irreparable hole in her rear tyre.

Back at Pinjarra we had more ice creams and cool drinks before departing for Perth and all that traffic again.

Overall the day was rather long and tiring but the opportunity to chat on the bus and to ride on quiet country roads without having to worry about cars, broken glass, grates and other obstacles was greatly appreciated by all those who took part. It was unanimously agreed that this type of ride should be repeated.

Special thanks to Geoff Creighton who drove us there and back safely.

John Sherwood

NEW PRODUCTS/SERVICES

It is my pleasure to notify your organisation that due to the public interest and participation in cycling in the last few years, our firm has seen the need to update facilities in the service area of cycling.

With the conclusion that service is lacking, we have analysed and summarised the service requirements with the following difficulties:-

1. CYCLE SHOP MAINTENANCE HOURS INCONVENIENT.
2. LABOUR PRICES UNECONOMICAL.
3. LACK OF KNOWLEDGE TO MAINTAIN IT YOURSELF.
4. ALSO SHOPS RATHER REPLACE THAN REPAIR,
e.g. buckled bicycle wheels,

the end result being that there are unsafe bicycles on the road.

Taking the above problems and with concern, our firm, Hi-Way Cycles, has achieved the ultimate solution...

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which will be available to the public from the 27th of April, 1987.

This facility will be open on Saturdays and Sundays. It consists of seventeen modern workshop bays fully equipped with every tool conceivable, plus semi automatic degreasing machines with spare parts available on the job.

As a bonus, Hi-Way Cycles will have professional advice available.

The total cost to the cyclist will be a flat rate of \$2.50 per hour or part thereof.

Hoping the above information is to your interest and members of your organisation is able to avail themselves of this opportunity.

MR. ROD BAIN
Manager

W.A. BICYCLE COMMITTEE

The Rise of the Phoenix

The W.A. Bicycle Committee has risen, *phoenix-like* from the ashes of the former Bicycle Policy Committee (on which former President Dale Neill served for many years with distinction) to plan the development of cycling in W.A.

For various unexplained reasons the previous Bicycle Policy Committee was effectively put to rest and disbanded by the State Government but now, in a leaner format dispensing with the duplication of representatives from Government Departments, has been re-formed whilst still retaining 2 persons representing active cyclists. Thus cyclists should have a more effective voice on the new Bicycle Committee.

The terms of reference for the new WABC are to:

- advise the Minister of Local Government on priorities and resources allocation with respect to bicycle policy
- guide Government Departments and agencies in the achievement of the policy goals
- encourage public awareness of bicycles, advantages and safe usage
- implement the practical and physical recommendations of the Perth and various regional Bike Plans

We are pleased to advise C.T.A. members that our President Martin Bunney has been appointed by the Local Government Minister, Mr. Jeff Carr, as one of the two cyclists representatives on the new 9-person W.A. Bicycle Committee.

The C.T.A. hopes to see:

- the end to prohibition of cyclists on arterial suburban roads
 - a return to the provision of sealed lane-marked shoulders on all major roads
 - a revitalisation of programs promoting correct, effective lighting on all cycles ridden at night and the voluntary wearing of hard shell helmets at all times
- and wishes the reformed W.A. Bicycle Committee success in its endeavours to turn State Government words into practical reality.

DRINKING FOR PERFORMANCE.

A second article by Sue Stockdale on nutrition for cyclists.

Another important consideration for the cyclist is fluid repletion. Adequate fluids are essential for the regulation of body temperature. Even moderate dehydration can result in early fatigue, nausea and dizziness.

Your body's normal thirst response is less effective during and immediately after vigorous exercise.

SO DON'T WAIT UNTIL YOU'RE THIRSTY!

WHAT TO DRINK

It may seem logical to drink fluids high in sugar to increase your carbohydrate intake.

However, this is not recommended as fluids containing more than 2.5% sugar will empty slowly from the stomach and be less available for fluid replacement. (Drinks which contain more than 2.5% sugar include full strength soft drinks, Lucozade, fruit juice and strong glucose solutions). Another disadvantage is that these fluids cause a rapid rise in the blood sugar level. This triggers the release of insulin and a subsequent rapid drop in blood sugar — just what you don't need on an important ride.

Many sports nutritionists recommend water as the best replacement fluid. However if you want to add some sugar, be sure to make it less than 2.5% concentration.

This means:

* 3 Level teaspoons glucose per 500ml water

* 100 mls fruit juice or cool drink mixed with 400 mls water.

Cold fluids (fridge temperature) are more quickly absorbed into the blood stream than warm fluids — add some ice cubes to your bidon!

Alcohol and caffeine-containing drinks (e.g. tea, coffee, cola) contribute to dehydration so it's wise to abstain in the 24 hours before an important ride.

HOW MUCH TO DRINK

Fluids should be replaced before, during and after rides to make up for those lost, especially if you're riding for more than one hour in the heat.

A suggested drinking plan:

Before the ride

Drink 400-600mls of cold water 10-20 minutes before commencement.

During the ride

Drink 150-250mls every 15-20 minutes while riding i.e. approximately one bidon/hour.

After the ride

Continue to drink, especially if body fluids will be stressed in the following days.

C.T.A. RIDES JUNE/JULY 1987

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

MAY 3

Grade: L (80-120 km) *** Time: 9.30 to 10.45 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

CHURCHMAN BROOK

MAY 8

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

MAY 9-10

Grade: XL (600km) *** 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.

Leader: Robert Min Oo

Contact: 332 3875 h

600 Km AUDAX RIDE

MAY 10

Grade: L (80-120 km) *** Time: 9.00 to 10.15 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

JARRAHDAL RIDE

Contact: 457 2191 h

MAY 17

Grade: M (40-80 km) *** Time: 9.30 to 10.30 am

Meet at Perth Railway Station at 9.30 am or Guildford Post Office at 10.30 for an easy ride through the Swan Valley, stopping at Mussel Pool for B.B.Q. lunch. Returning to Perth mid afternoon.

Leader: John Meakin

Contact: 332 5550 h

BON VOYAGE TO OUR OVERSEAS ADVENTURERS MUSSEL POOL B.B.Q. RIDE

MAY 24

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

100 KM ACHIEVEMENT RIDE

MAY 29-JUNE 1

Grade: M (between 40-80 km per day) Time: 6.00 pm

Meet at Stockman's Garage, 15 Loton Avenue, Midland on

Brook Lodge Donnybrook Long Weekend

MAY 9-16

SOUTH WEST TOUR

See notice board on page one for further information.

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Friday evening at 6.00 pm for a 6.30 pm departure to Donnybrook by bus. Note there is a limit of 16 bicycles on the trailer. Bookings and payment to Bob Stockman by 10 May 1987. No late bookings will be accepted. Breakfast including tea or coffee only will be provided. Return to Perth on Monday, arriving at Midland mid afternoon. COST: \$30, excluding meals.

Leader: Bob Stockman

Contact: 293 5278 H

JUNE 1

Alternative ride to Observation City

Grade: S (0-40 km) ** Time: 10.00 am

Meet at Lake Monger (Lake Monger Drive) at 10.00 am on Monday for an easy ride to Observation City at Scarborough Beach. Return to Lake Monger early afternoon.

Leader: Renee Smeets

Contact: 444 1493 h

JUNE 7

John Forrest National Park Ride

Grade: M (40-80 km) *** Time: 8.30 am or 9.45 am

Meet at Perth Railway Station at 8.30 am or Midland Town Hall at 9.45 am for a scenic ride up Greenmount and through the John Forrest National Park, returning to Perth mid afternoon.

Leader: Stephen Booth

Contact: 294 3682 h

JUNE 14

Rockingham Ride

Grade: M (40-80 km) ** Time: 9.30 am

Meet at the Fremantle Railway Station for an easy ride to Rockingham for elevenses. Return to Fremantle early afternoon.

Leader: Mike Sundowner

Contact: 332 3878 h

JUNE 21

200 km Achievement Ride

Grade: XL (200 km) *** Time: 6.30 to 8.30 am

A similar course to last year i.e. Midland — Toodyay — Bindoon — Bullsbrook — Midland. Meet at Midland Town Hall a half hour before the scheduled departure time.

7.00 am	Touring pace	12 hour limit
8.00 am	Brisk pace	11 hour limit
9.00 am	Fast pace	10 hour limit

Badges can be obtained by successful riders. Members or new members only.

Leader: Brian Jahn

Contact: 341 3269 h

JUNE 21

200 km Audax Ride

Same course as for the 200 km achievement ride. Meet at Midland Town Hall at 6.30 am for a 7.00 am departure. Maximum time limit 14 hours. Cost \$6 plus \$4 for brevet and \$5 for medallion.

Leader: Stewart Stockdale

Contact: 450 3245 h

JUNE 28

Shelley Morning Tea Ride

Grade: M (40-80 km) ** Time: 9.00 am

Meet at Kings Park at 9.00 am for an easy ride to Shelley in a round about way for morning tea at the Van Royen residence. Return to Kings Park around midday.

Leader: Tom Van Royen

Contact: 457 2769 h

JULY 5

Three Dams Ride

Grade: L (80-120 km) **** Time: 8.30 am

Meet at Perth Railway Station at 8.30 am for a hard ride to Mundaring Weir then onto Canning Dam via Pickering Brook and finally onto Wungong Dam, returning to Perth late afternoon. Note this ride is a good training ride for the "10,000 in 8". Stops will be held at the Mundaring and Croyden Tea Rooms for refreshments.

Leader: Stewart Stockdale

Contact: 450 3245 h

JULY 12

Kelmscott Ride and Mountain Climb

Grade: S (0-40 km) ** to *** Time: 10.00 am

Meet at Kelmscott Railway Station at 10.00 am for a leisurely ride around the Kelmscott area before testing yourself on a hill climb trial up Canning Mills Road approximately 3 km.

Leader: John Sherwood

Contact: 447 8939 h

JULY 19

The "10,000 in 8!"

Grade: L (80-120 km) **** Time: 8.30 am

Meet at Kelmscott Railway Station at 8.30 am to register for a 9.00 am start. A hard ride up the worst hills in the Darling Scarp. This course is only for the very fit. Low gears essential. Time limit 8 hours. Badges can be obtained by successful riders. Members or new members only.

Leader: Richard Evennett

Contact: 444 8792 h

JULY 19

Alternative ride to Bibra Lake

Grade: S (0-40 km) ** Time: 9.00 am

Meet at the Causeway Car Park at 9.00 am for an easy ride to Bibra Lake, returning to Perth around midday.

Leader: Sue Bailey

Contact: 450 1177 h

JULY 26

Bickley Observatory Ride

Grade: M (40-80 km) *** Time: 9.00 am

Meet at Causeway Car Park at 9.00 am for a moderate ride to the Bickley Observatory. Bring snacks or buy refreshments on the way. Return to Perth early afternoon.

Leader: Alan Bourne

Contact: 293 1987 h



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