



REGISTERED BY AUSTRALIA POST
PUBLICATION No. WBH 1276

POSTAGE
PAID
PERTH
W.A. 6000

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



EDITOR: John Sherwood

May / June 1988
Issue Number 82

NOTICE BOARD

TOURING BIKE WANTED

23" touring bike in good condition, with triple chainwheel and appropriate running gear on quality touring frame. Something like a Nishiki Cresta would be perfect. Price range around \$500. Call Ian on 370-6587 (W).

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NORTHAM LONG WEEKEND - 3RD TO 6TH JUNE 1988. N.B. THIS REPLACES THE CAPEL LONG WEEKEND.

Meet at Stockman's Garage, 15 Loton Ave, Midland at 6.00 pm on Friday 3rd June in time for a 6.30 pm departure to Northam by bus.

Accommodation has been arranged at the Northam Y.H.A. (Old Railway Station). Participants must bring a sleeping sheet or ordinary single bed sheets. Sleeping bags are not permitted. As there is limited room in the bus, please do not bring bulky suitcases. Panniers or overnight bags are ideal. Cost of the weekend is \$28 per person - this includes breakfast C.T.A. style. All other meals are the responsibility of those participating.

Bookings should be made with the ride leader as soon as possible with final payment to be made by 20th May, 1988.

No late bookings will be accepted. For more information please contact the ride leader, Richard Evennett on 444 8792.

AUSTRALIAN BICENTENNIAL CALTEX BIKE RIDE

This year's Caltex Bike Ride covers 1091 km from Melbourne to Sydney in 15 days (including 3 lay days). Entries are limited to 3000 and many cyclists from overseas are expected. Entry fee includes all meals, transport of camping equipment and clothes, camping fees, souvenir T-shirt and badge, entertainment, first aid and sag wagon.

Entry fees - 15 years and over - \$398
Under 15 years - \$361
Group Member - \$378

If sufficient C.T.A. members are interested a group booking and therefore saving of \$20 per person would apply. For further information and entry form, contact any Committee member.

TRAINING YOUR BIKE

Did you know you can take your bike with you on Transperth trains in the Perth Metropolitan area? The cost is \$1.15 anywhere on the Fremantle, Midland or Armadale lines. Once you have bought your bike a ticket, it is valid all day, so save it for the return journey. Your own ticket is valid for two hours. There are no restrictions on particular days or times but it may be awkward getting your bike on and off the train in peak hours. At other times, especially at weekends, there is usually plenty of room.

So next time a C.T.A. ride starts at Kelmscott, Fremantle or Guildford, try training your bike. Richard Stallard

CYCLE TOURING SLIDE NIGHT

Come and view cycle touring at its best. Dale Neill, the C.T.A.'s own master of photography, will be presenting highlights of the 1988 Albany to Perth Bicentennial Tour. Also on the programme will be the photos from the C.T.A.'s first Bali Tour and some shots of cycle touring in the Canadian Rockies.

If you have some good slides taken while cycle touring, feel free to bring along ten or so of your best. Please mark the frame of each slide with a spot in the bottom left hand corner so we can get them the right way up in the projector. Alternatively, if you have a Kodak carousel tray, bring your slides in it ready to show.

Bring a plate (with food on it) for supper. The C.T.A. will provide tea and coffee.

Venue: Palmyra Civic Centre
Date: Friday, 10th June Time: 7.30 pm
Cost: Free for members, \$2.00 for non-members.
Enquiries: Dale Neill, ph 447 8168 (H)

WILDFLOWER SEASON PANNIER TOUR

We are planning to run another pannier tour in the spring when the weather is ideal for touring and W.A.'s famous wildflowers are in full bloom. The tour will be in the Geraldton area, which the C.T.A. has not explored before and will last 7 and 10 days. Depending on the availability of hotel/motel accommodation we may camp in caravan parks using a support vehicle to carry the camping gear.

We do not have fixed dates yet but the tour will probably be held in the second and third weeks of September. If you are interested in participating in the tour or would like to help out with driving the support vehicle contact Martin Bunny or Richard Stallard. Watch for more details in the next newsletter.

GENERAL NEWS

C.T.A. LIBRARY

For those members not aware, the C.T.A. has a library of very useful and informative books on cycling and also a large collection of cycling magazines. Below is a list of the books and magazines currently available. For more information on what is available, and how to borrow books etc. please contact Max Talbot on 448 2039 (H).

BOOKS

Basic Riding Techniques	Bicycling Magazine
Fitness Through Cycling	Bicycling Magazine
Bicycle Repair	Bicycling magazine
All Terrain Bikes	Bicycling Magazine
Richards Bicycle Book	Richard Ballantine
Bicycles-How They Work & How To Fix Them	
The Ten Speed Bicycle	Rodale Press
Bicycle Maintenance & Repair	Bicycling Magazine
Bicycle Digest	Mark Thiffault
Know The Game - Cycling	
International Bicycle Touring	Bike World Magazine
Travel By Bike	Bike World Magazine
Physical Conditioning For Sport	Jess Jarver
Fat Man On A Bicycle	Tom Vernon
Fat Man On A Roman Road	Tom Vernon
Into Remote Places	Ian Hibell
C.T.C. Book Of Cycle Touring	John Whatmore
Journal of AUDAX CLUB of Australia 1984	
Round Ireland In Low Gear	Eric Newby

MAPS AND GUIDES

Cycling In Europe	Nicholas Crane
Britain On The Backroads	Pan Books
Cyclist's Britain	Pan Books
Perth's Picnic Areas	
Rottneest Island Guide	
Guide To Kings Park	
40 Bicycle Rides Around Canberra & Southern N.S.W.	
The Blue Mountains-Guide For Bicyclists	Jim Smith
Melbourne Bike Tours	
Peaceful Cycle Tours Of Victoria	Ray Pearce
There is also a large collection of cycling magazines which include:	
Freewheeling	
Push On	
Pedal Power	
C.T.C. (U.K.) Magazine	
Bicycle Magazine (U.K.)	
Newsletters from Touring Associations in Vic., S.A., Queensland and A.C.T.	

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INJURY PREVENTION AND REHABILITATION

A follow-up article by Peter O'Connell.

AN EXPLANATION

Well at least you were paying attention! My first article in the last newsletter about special considerations for cycling in the heat raised a few eyebrows among some traditionalists. The direction that you should never take salt tablets when riding in hot weather apparently stimulated the most discussion, so I feel that I should explain in greater detail. As discussed in the article, when cycling in hot weather, the body will sweat. This loss of fluid actually increases the concentration of salt and most other electrolytes in the body.

Obviously, adding salt to an overloaded system is a step in the wrong direction. There is also some evidence that excess salt in the body will cause an increased amount of water (as well as the vital electrolyte potassium) to be lost from the body during exercise. Salt intake should be increased only when the body has a reduced salt level and this is best done at rest. It is my opinion that it is safer to do it through diet rather than taking tablets.

Having said that, I will continue with the theme of environmental factors in cycling by progressing on to:

CYCLING IN THE WINTER

Providing that you understand the effects of cold weather and know how to prepare for them, cycling in the cold can be a safe, pleasant and invigorating experience.

HOW THE BODY PROTECTS ITSELF AGAINST THE COLD
The body makes use of the following structures and responses to protect you from the cold.

- Circulation to the skin is closed down. This conserves heat because it is through the skin that much heat is lost. If you continue to lose heat, the body then shuts down the blood supply to your arms and legs.

- You have fat under your skin which insulates your body from cold. Fat provides more than 50% of the body's insulation. Skin, muscles and fascia provide the remaining 50%. That is why fit people with some fat handle cold weather better than those who are lean. Probably the only time that fat is beneficial!

- Your arteries, which bring warm blood to the skin, lie next to veins, which bring cold blood from the skin. Thus heat from the arteries warms the veins along their entire course back to the inner parts of the body. So the blood has been significantly warmed by the time it reaches your internal organs.

- You start to shiver. The muscles alternately contract and relax at a rapid pace. More than 60% of the energy produced by shivering gives off heat to warm up the body.

EXERCISING

The muscles generate considerable heat when exercising, and this largely replaces the function of shivering. However an activity like cycling requires special consideration. A large majority of the work is done by the leg muscles, with the upper body relatively inactive. When cycling on a cold day, a large amount of heat is lost from the body by convection from the artificial wind created by

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the speed of the bike. The air current magnifies heat loss as warmer insulating air surrounding the body is continually replaced by cooler ambient air.

WHAT CAN HAPPEN

The two most common cold weather syndromes are frostbite and hypothermia. Frostbite is a condition where the body tissue is destroyed by freezing, and usually occurs in extremities like the fingers and toes. In Western Australia's climate, getting frostbite is extremely improbable. Hypothermia is the lowering of central body temperature below a level at which it will function effectively. If the environment is cold enough, the body will lose heat, no matter how much it is exercising. Signs of hypothermia progress from slurred speech to lack of strength, numb fingers, difficulty thinking, and can even lead to loss of consciousness and death. The danger of hypothermia is inherent, but even the mildest case can make being in control of a bicycle a dangerous pursuit.

WHAT TO WEAR

Proper winter wear is a must! Not only must you dress for the cold, but for protection from the wind. Minimizing the area of exposed flesh will decrease danger and discomfort from exposure to the cold. However the problem with wearing heavy garments when cycling is that the sweat which is generated doesn't have a chance to evaporate, and you feel as if you are "swimming" inside your clothes. Cotton is a good material to wear next to the skin, as this absorbs the sweat and tends to carry it away from the body.

Some sort of wind break is a bonus for the upper body on extremely cold days. Manufacturers of cycling wear have developed some wonderful materials like Gor-Tex in recent years, which keep the body insulated, and yet allow the evaporation of sweat. A well equipped bike shop or outdoor equipment supplier will have a good stock of these types of materials, so seek their advice about the best type of clothes to wear in cold weather.

DON'T FORGET THE EXTREMITIES

Cold is first felt in the toes, fingers and ears. Gloves for the hands, shoes that have been waterproofed and a warm cap which covers the ears will all make cycling on a cold day more comfortable.

BEING SEEN

Remember that visibility is relatively decreased in winter, so brightly coloured clothes will make you more noticeable to motorists. And because there are less hours of daylight, being equipped with adequate lighting becomes more important in winter.

DON'T DRINK

Consuming alcohol before cycling is stupid at all times, but more so in winter. Alcohol dilates, or widens the blood vessels in the skin, which increases heat loss from the body. Also, having dulled senses makes you less sensitive to pain, so you will be less likely to take preventative and corrective measures against the cold.

PLAN YOUR ROUTE

A wise course of action is to plot your course so that you will ride against the wind on the way out, and with the wind on the way

back. If you start with the wind, the body will have less cooling by convection from the wind, and so will be warmer and produce more sweat. When you turn into the wind, the wet clothes and wind will draw heat away from the body.

ACCIDENTS

The increased chance of accidents occurring in winter should be obvious. Slippery roads demand respect. Cornering and braking become much more difficult manoeuvres, so take extra care.

PETER O'CONNELL

*B.P.E.; B.App. Sc. (Physio); Grad. Dip. Sports Physio.; M.A.P.A. Sports Physiotherapist
Perth Physiotherapy Centre,
12 St Georges Tce, Perth.*

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GEARING FOR THE NEW CHUM - PART 2

by a Cycling Rabbit

Last issue our 'New Chum' was introduced to the concept of 'gear inches' being his cycle's overall gearing equivalent to the wheel diameter of a pennyfarthing bike's main wheel.

Now we address the question of how wide a range of gears is necessary and how best to achieve that range.

First question to be resolved is whether you have, or plan to have in the foreseeable future, more than one bicycle. The owner of two cycles can have a long distance touring cycle with a low first gear for climbing fully laden up Greenmount, up Bali's volcanoes or up the Pyrenees, and a 'day bike' for unladen rides and faster outings with only a mid-range bottom gear ratio. Unfortunately the single cycle owner has to compromise with a first gear ratio between the very low geared tourer and the day bike of his more wealthy friend with two cycles.

The second question is how strong a rider are you in comparison with other C.T.A. tourists? This is not necessarily a case of physically stronger people being stronger riders - often the contrary is true. Remember the physically stronger people are frequently taller and heavier. They have to cart all their 100+kg bulk along with 11kg of bicycle and 10kg of panniers up the hills, whilst the smaller more wiry cyclist only has to propel 60kg + 10kg cycle + 9kg panniers up the hill.

LONG DISTANCE TOURING CYCLE GEARING

In selecting your gearing, start with first gear ratio - it will determine the style and possibly even brand of cranks, chainrings and derailleurs you should buy or look at on your next cycle. But a warning! The cost of changing cranksets, clusters and derailleurs is quite high, so when buying a new or second hand bike, be sure you have the gearing range you really require for your proposed use before confirming the order or paying a deposit.

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For your long distance, laden, mountain climbing tourer you should have a first gear in the 25" to 32" range - this can only be achieved with the largest rear cluster cog having virtually the same number of teeth as your smallest chainring, e.g. calculating the gear inches per the formula in the last Newsletter

27" wheel x 26 tooth rear cog / 24 tooth chainring = 29 gear inches.

About the largest practical rear cog is 32 teeth, thus the small chain ring should not have more than about 27 teeth to stay under 32 gear inches. Now the real problem is that most of the "name" European chainrings don't go below 42 teeth and the normally available crankarms from Shimano and Suntour accept rings down to only 39 and 38 teeth respectively. Thus you have to seek out those cranksets with a smaller diameter bolt circle which allow small rings below 38 teeth, namely, Sugino GT or RT series, Shimano Deore or European Stronglite or T.A. brands. Once into this area you will find most of these cranksets are made for 3 chainrings with rings from 30 down to 24 teeth carried on a second set of bolts on a smaller bolt circle than the bolts carrying the large and middle rings. This really opens up the possibilities for excellent wide range gearing.

Top gear on your long distance laden tourer does not need to be too high, 92" to 95" is quite adequate - this can be achieved with a 48 tooth chainring and 14 tooth small cog on the rear cluster. $27" \times 48 / 14 = 93"$.

Now to divide the range between, say, 93" top and 29" bottom gear. Assuming a triple chainring crankset and a 5 cog rear cluster (a standard narrow chain and a 5 cog cluster will shift between the gears better than an ultra narrow chain which is required with 6 cog clusters) we will have theoretically 15 gear ratios. However there will be some near duplicate ratios and some combinations will be unobtainable (insufficient chain for large chainring/large rear cog combination or the chain angle between front and rear of the drive is too severe) and others are not workable (too much slack chain with small/small combination) so you will get probably 12 or 13 usable ratios out of 15.

You can choose a "3 range" setup as seen on ATB's or Mountain Bikes with 48, 38 and 28 tooth chainrings but your Cycling Rabbit author suggests the requirements of the long distance tourist are better met with a 48, 44 and 26 (or 28 or 24 tooth "Granny" ring as discussed later) setup. The 48/44/26 setup is known as a "Half Step + Granny" gearing as a typical shift on the rear cluster from, say, a 16 to 19 tooth cog gives an 18% step in ratio whilst the shift with the front derailleur from the 48 to 44 tooth chainring gives a 9% change or half a step. The tabulation below shows the "gear inches" achieved with a typical 48/44/26 "Half Step + Granny" chainrings and a 14-24 five cog cluster ... the figures in brackets are the combinations not normally achievable or usable.

HALF STEP + GRANNY			
	48	44	26
14	92.6	84.9	(50)
16	81	74.2	43.8
19	68.2	62.5	36.9
21	61.7	56.6	33.4
24	(54)	49.5	29.2

If you are in the 'less strong' category of C.T.A. tourists and/or intend to tackle the French Alps or Balinese volcanoes then you could substitute a 24 tooth small chainring for the 26 tooth ring in the above table for 8% lower gearing again on the bottom four usable Granny gears without upsetting the overall balanced gearing. Conversely, if you are one of the powerhouse riders then a 28 or even 30 tooth small chainring may be adequate.

DAY BIKE GEARING

For the 2 bike Owner's day bike, gearing from 100" to 104" down to 45" to 50" is suggested. This can be achieved with fairly even steps using a 14-24 tooth 5 cog rear cluster similar to that above. However the numbers of teeth on the intermediate cogs are rearranged to avoid excessively wide gaps in the top end gears as this time you will have only two chainrings and, on the majority of day bikes, they will be a 52/42 combination.

The lesser hill climbers, like your Cycling Rabbit author, should consider a slightly lower bottom gear closer to 40" by substituting a 40, 39 or 38 tooth small chainring for the more common 42 tooth. Shimano only manufacture rings down to 39 tooth for their 600 or 105 series cranks (and 39's are hard to find) but the new Suntour Sprint series rings, which includes a 38t, are interchangeable with Shimano.

	52	42		52	38
14	100.3	(81)	14	100.3	(73.2)
15	93.6	75.6	15	93.6	68.4
17	82.6	66.7	17	82.6	60.3
20	70.2	56.7	20	70.2	51.3
24	(58.5)	47.3	24	(58.5)	42.7

The change from 42 to 38 teeth (a 10% lower gear) is simple and relatively inexpensive, the resulting sequence of gear shifts is slightly better than for the 52/42 combination.

The real tear-aways will probably want a higher top gear (why I don't know!) and will substitute a 13, 14, 16, 19, 24 five cog or 13, 14, 15, 17, 20, 25 six cog cluster with an ultra narrow chain.

(More next issue on suggested gear combinations for the "one cycle only" Owner.)

TOUR NOTES

EASTER WEEKEND PANNIER TOUR

This was the first tour in many years not to start from Bob Stockmans, underlining the fact that Bob has been a keen and good friend of C.T.A. for a long time. Good Friday morning we gathered at the Stallards in Victoria Park to drive in convoy to a friend of the President's, just out of Donnybrook.

Vehicles parked and bikes headed off - the Dirty Dozen! I was driving to Balingup because Hubby said it was too hilly for me. Ten minutes into the ride Stephen was attacked by a man in a car who seemed to think that cars can pass through cyclists with no ill effects. However the only damage was to the car plus some handlebar and pedal scrapes. After a wasted call at the Police

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HOME OF THE **Eagles**

Station it was into the hills on the way to Balingup via Kirup on quiet back roads. Sue Bailey took the wheel of the car at Kirup, so I could have a ride on the easy bit toward Grimwade and that lovely downhill run to Balingup.

We arrived mid-afternoon and with a minimum of fuss sorted out our accommodation, showered and relaxed before dinner. Our hosts Daryl and Mary Green did us proud, doing a wonderful job cooking and serving the ravenous mob. It was one of those C.T.A. specials - more laughter than eating, mainly due to our beloved Madam Secretary and Jenni, both natural comedians. I went to bed with a tummy-ache from laughing too much, but slept like a log.

Next morning after a Very Large Breakfast, care of the Greens, we set off for Nannup along that undulating road many of you know so well. For me however it was new cycling territory and Stephen wasn't sure I could manage, but Richard came to the rescue and suggested that we ride until lunch-time, eat, then return home. This is just what we did, having morning tea by the Blackwood River and lunch about 7 km short of Nannup where some obliging farmer had left a patch of green grass under a large shady tree. David, Graham and Neroli, who were always out in front, went on to Nannup and missed the world record attempt at eating plastic food wrap in ham sandwiches by Judith Stallard - she failed, but when you can't be good at everything!

The afternoon was warm, so the pace quickened on the way back and it wasn't long before we swarmed into the Cheese Factory for afternoon tea, cold drinks, scones, jam and cream.

The next day was Easter Sunday, and we all received a surprise in the form of a small Easter Bunny from the Stallard's. The Green children, Burt and Shelagh, also gave everyone a small egg and pieces of chocolate from their own collection. We left for Boyup Brook via Greenbushes to a tearful farewell from the Green kids, even the dog followed us and had to be sent back about 2 kms out of town. I was puffing up the hill to Greenbushes, but I made it thanks to encouragement from Hubby and Richard.

The Tin Centenary was finished when we arrived at Greenbushes, but we wandered around the historic displays, and had morning tea, before departing for Boyup Brook. We stopped only for lunch and to let Judith and Neroli save a little lamb by the side of the road - giving the poor thing a drink of water and telling a passing motorist, who said he would call at the next property.

It was hot when we arrived at Boyup Brook in mid-afternoon. Some went for a swim in the town pool, and I settled for a cool drink under a shady tree. After a leisurely BBQ tea, I fell into bed, very happy that I had made it this far on my first Pannier Tour.

A local Cafe provided breakfast the next morning - the large meal as usual, to prepare us for the long stretch to Donnybrook.

It was hilly out of Boyup Brook, but became flat after about 20 km. We made good time to Mumballup, where our prearranged BBQ lunch awaited us at the Hotel. Hubby did a great job as Chef, and the food and drinks disappeared quick smart. After a rest it was off on the last leg downhill to Donnybrook.

Three days pedalling in the undulating country side, and the warm weather had taken its toll. I was tired when we arrived, and was very happy to swap the saddle for a car seat on the journey back to the big smoke.

For me this was a weekend of hassle free riding. It was organized and executed with the minimum of fuss and the maximum of kindness by Richard and Judith. I must also praise Hubby and all the other riders on this tour for encouraging me on the hard parts, waiting for me on the hills, and for the cheery welcome supposed to be about, isn't it? Happy Cycling.

Wendy Booth.

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AUDAX NOTES

1000 KM AUDAX RANDONNEE - EASTER 1988

Madness or maybe something else?

The biggie of all Audax rides outside of France took place in near perfect conditions and from the record number of starters (8), a tired but happy seven riders finished what some might feel is too hard to tackle.

This ride was however fun, and an experience to see other madmen struggle through three long days and still manage to look after other riders, even though they must have felt a bit off themselves.

Something like this brings a lot of credit to John and Aileen Martin, who supported us with accommodation and a support vehicle which was more like a mobile picnic-van. Special mention to Shane Ritchie who had the good sense to pull out when he developed a severe ache, and to Ron Masterman who took great pleasure in overtaking the fast group - we were not all that slow anyway.

I must emphasize that days of 370 km, 350 km and 280 km are not for the untrained cyclist, but it can be done with a bit of effort.

I hope that this result will put Western Australia 'on the map' in the Audax scene.

Thanks to the support crew - Geoff and Aileen, you're great.

RIDERS

David Doust	John Martin
Phil Giddons	Ron Masterman
Brian Hawes	Shane Ritchie
Arie Lemson	Albert Van Der Moosdyk

Arie Lemson

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The 1988 Audax Committee wishes to thank the 1987 Committee - John Meakin, Bob Stockman, Stewart Stockdale, John Turley, Robert Minoo and Ron Masterman - for the time and effort in making the season a good one.

Audax W.A. is still having problems in obtaining the medallions from the East - we are still working on it!

A permanent 200km Audax circuit has been layed out by John Martin. Anyone wishing to do a 200km can contact him on 293 8170 (H).

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AUDAX AUSTRALIA OPPERMAN ALL DAY TRIAL - OCTOBER 16, 1988

A TEAM RANDONNEE OF 24 HOURS

The Opperman All Day Trial will be run according to the rules for the French classic, "Fleche Velocio". It is for teams of 3 to 5 machines and every member of the team must complete at least 360 km within the 24 hour limit in order to qualify for the Opperman All Day Trial award which will be recognized internationally.

Each team may submit their own route plan for the ride which must be of at least 360 km.

This award is named in honour of The Audax Club's patron, The Hon. Sir Hubert Opperman Kt. O.B.E. G.C.S.J., the worlds greatest long distance cyclist.

For information, contact John Martin on 293 8170 (H).

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THE 200 KM AUDAX - APRIL 10, 1988

Good weather heralded the first Audax ride of the season and brought out a record number of riders, many of whom had not ridden this distance before.

After congratulating the 1000 km Audax achievers and a Dale Neill photo, the bunch got off to a 07.07 start. All except Stewart Stockdale, whose headstem was found to be fractured. A quick change of bikes, thanks to Stephen Booth and off after the pack.

Red Hill saw the pacesetters get into stride and the rest of the pack settle into a good rhythm.

The first tea break at Hoddyswell Archery Park was a welcome stop with the natural bushland forming a relaxing backdrop.

The very pleasant ride through to Keaney College passed too quickly, but still it was good to see our reliable support people ready with a smile and hot tea.

The run back to Midland via the beautiful Chittering Valley was only slightly marred by a head-wind between Bullsbrook and Midland.

The good weather made for good times, especially those of Sue Bailey's 7 hours 55 mins, (must be a record), and Manfred Lissos's 6 hours 58 mins.

Many thanks to Wendy and Stephen Booth and Mr and Mrs Waters for their help and welcoming smiles.

THE RIDERS WHO FINISHED WERE :

SUE BAILEY	AILEEN MARTIN
PETER BOMBARDIERI	JOHN MARTIN
DENNIS BRADDON	JOHN MEAKIN
KLEBER CLAUX	DAVID MIDOLO
GEOFF CREIGHTON	ALAN MUNDAY
DAVID DOUST	BEATRICE PAGE
DAVID GEBERT	NEIL PORTEOUS
PHILLIP (shot of Coke) GIDDINS	PETER STEER
ROB HILLARY	STEWART STOCKDALE
FRANK KEANEY	BOB STOCKMAN
ARIE LEMSON	DAVID VAN ROYEN
MANFRED LISSON	MICHAEL WATERS

Kleber Claux

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GENERAL INFORMATION

Some members have been inquiring about membership fees for 1988. The fees set at the Annual General Meeting held in December 1987 are as follows :-

Joining fee	\$8.00
Junior	\$10.00
Student	\$10.00
Pensioner	\$10.00
Adult	\$18.00
Family	\$24.00
Club	\$35.00

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Reflective sashes and anklets (a very important safety product for use during the winter months or night time riding) can be obtained from the club. The cost of the sash is \$15, anklets \$5 or \$18 for the pair. For more information on these products contact Geoff Creighton on 459 4178.

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C.T.A. cycling shirts as mentioned in the last newsletter are still available in sizes 12.14.16.18 and 20 (size 22 are still on order). At a cost of \$22 they are excellent value. apart from that they are very cool and comfortable to wear.

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If you have not yet purchased the excellent collection of cycle touring maps produced by Action Outdoors Association Ltd contact Denise McEvoy on 425 7165 (W). The 29 maps in the series only cost \$9.

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Our association is attempting to obtain a collection of panniers and pannier racks that can be hired out to members for a small fee. If you have any racks or panniers that you may be willing to donate or sell to the club, please contact any member of the committee.

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The International Friendship Ride Committee is planning another ride across Australia starting from Perth in mid September 1988 and finishing in Sydney in early December 1988. For more information on this ride please write to Stan Jackson at 32 Chisholm Avenue. Clareville Beach. N.S.W 2107.

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C.T.A. RIDES CALENDAR

MAY, JUNE AND JULY 1988

MAY 1 ALONG THE CANNING RIVER RIDE

Distance: 30-40 km Flat Terrain Time: 8.00 am

Meet at the eastern end of Canning Bridge at 8.00 am for a leisurely ride along this attractive riverfront. Our destination is the historic Woodloes Homestead, a National Trust property. A tour of the homestead has been arranged. Admission is \$1.00 for adults. We will be returning to Canning Bridge around noon. If you bring your car to the start point, there is a small car park accessible from Leonora Street, Como.

Leader: Neil Porteous Contact: 457 7146 (H)

MAY 8 NORTH DANDALUP TO DWELLINGUP RIDE

Distance: 40-60 km Hilly Terrain Time: 10.00 am

Drive to North Dandalup (about 71 km South of Perth along South West Highway) and meet at 10.00 am. Park in the road to the right off the Highway opposite the turnoff to Dwellingup. We will ride to Dwellingup via Dell Park Road, stopping at South Dandalup Dam for elevenses on the way. Bring lunch or buy some in Dwellingup. As an optional extra, come on a 80 min. train ride into the Jarrah forest East of Dwellingup. The train leaves at 2.00 pm and the trip costs \$4.00 per person. We will leave Dwellingup at about 4.00 pm, arriving back at North Dandalup at about 5.30 pm.

Leader: Bea Page Contact: 364 8777 (W)

MAY 15 CANNING DAM BBQ RIDE

Distance: 80-100 km Moderate Terrain Time: 8.30 am

Meet at the Causeway Car Park at 8.30 or Kelmscott Railway Station at 10.00 am for a moderate ride to Canning Dam. Bring a B.B.Q. lunch. Returning to Perth mid afternoon.

Leader Noel Eddington Contact: 293 1305 (H)

MAY 15 300 km AUDAX RIDE

Meet at Midland Town Hall at 2.30 am for a 3.00 am start. Maximum time allowed is 20 hours. Nominations must be received by 8.5.88. Contact ride leader, Arie Lemson on 448 2834 (H & W) for more information.

MAY 20 DEADLINE FOR NORTHAM LONG WEEKEND BOOKINGS

MAY 22 100 km ACHIEVEMENT RIDE

Distance: 100 km Hilly Terrain Time: 9.00 am

Meet at Armadale Railway Station, Forrest Road end at 8.30 am for a 9.00 am start. Course is the same as last year - Albany H'way to Glen Eagle, then via Jarrahdale to Serpentine Mundijong and back to Armadale. The time limit is 5 hours. Members or new members only.

Leader: Arie Lemson Contact: 448 2834 (H)

MAY 22 HILLARYS BOAT HARBOUR RIDE

Distance: 40-50 km Moderate Terrain Time: 8.45 am

Meet at Lake Monger for an easy ride to the new Hillarys Boat Harbour. After a tour of the facilities, we will adjourn to the leader's home in Trigg for morning tea. Return to Lake Monger about noon.

Leader: Dale Neill Contact: 447 8168 (H)

MAY 29 MORLEY MYSTERY RIDE

Distance: 40-60 km & 80-100 km Time: 9.00 am

Meet at Bunnings Morley (Walter Road) at 9.00 am. There will be separate medium and hard rides meeting up for morning tea. Return to Morley early afternoon.

Leaders: Denise Clydesdale Contact: 349 6839 (H)
David Gebert Contact: 272 5672 (H)

JUNE 3-6 NORTHAM LONG WEEKEND

Using Northam Youth Hostel as a base, explore the many and varied peaceful country roads in the area. It is planned to cover between 60 to 100 km per day depending on weather conditions. Bookings with payment must be made to the ride leader by 20th May, 1988. For more information see Notice Board.

Leader: Richard Evennett Contact: 444 8792 (H)

JUNE 5 BICKLEY BROOK BBQ RIDE

50-60 km Moderate Terrain Time: 10.00 am

Meet at the Causeway Car Park for an easy ride to Bickley Brook reservoir. Bring a BBQ lunch or buy something on the way. Return to the Causeway mid afternoon.

Leader: Brian Jahn Contact: 341 3269 (H)

FRIDAY JUNE 10 CYCLE TOURING SLIDE NIGHT 7.30 pm

See Notice Board for details.

JUNE 12 STICKYBEAK RIDE

30-40 km Moderate Terrain Time: 9.30 am

Meet at the car park at the south-west corner of the Narrows Bridge at 9.30 am for an easy ride to check out the new bridge carrying the Tonkin Highway over the Swan River at Redcliffe. Return to the Narrows early afternoon.

Leader: Martin Bunny Contact: 330 3659 (H)

JUNE 12 WOOROLOO RIDE

90-100 km Hilly Terrain Time: 9.00 am

Meet at Midland Town Hall at 9 am for a hard ride through the hills to Wooroloo. Return to Midland early afternoon.

Leader: Tony Willis Contact: 457 2191 (H)

JUNE 19 200 KM ACHIEVEMENT RIDE

200 km Hilly Terrain Time: 6.30 am

Meet at Midland Town Hall at 6.30 am to register for a 7.00 am start. The object of the ride is to complete the 200 km course within the time limit of 12 hours. We recommend you have lights on your bike as you may finish after dark. Members or new members only. It is also recommended that you carry food as there are large distances between food shops.

Leader: Beryl Creighton Contact: 459 4178

JUNE 19 WOODBRIDGE ALTERNATIVE RIDE

40-50 km Flat Terrain Time: 10.00 am

Meet at the Causeway Car Park for an easy ride to Woodbridge House. Admission to Woodbridge is approx. \$1.25. Devonshire Tea etc is available at Tea Rooms. Return early afternoon.

Leader: Richard Evennett Contact: 444 8792 (H)

SATURDAY JUNE 25 & SUNDAY JUNE 26

400 KM AUDAX RIDE

Meet at 13 Cunnold Street, Pickering Brook at 4.30 am for a 5.00 am start.

Maximum time allowed is 27 hours. Nominations must be received by the ride leader by June 18.

Leader: Aileen Martin Contact: 293 8170 (H)

JUNE 26 PANCAKES AND SYRUP RIDE

20-30 km Flat Terrain

Time: 8.00 am

Meet at the Log in Kings Park for an easy ride to Miss Mauds in the city for breakfast. Advance bookings required. Ring the ride leaders to reserve your place. Return to Kings Park (slowly) mid morning.

Leaders: Leonie Pollard
Donna Earles

Contact: 481 0488 (H)
Contact: 322 4456 (H)

JULY 3 GARDEN CITY - FREMANTLE RIDE

40-50 km Moderate Terrain

Time: 9.00 am

Meet at Garden City (Booragoon) in the southern car park near Aherns for an easy ride to Fremantle for coffee and calories, returning to Booragoon around midday.

Leader: Denise McEvoy

Contact: 425 7165 (W)

JULY 10 MAZE RIDE

70-80 KM Moderate Terrain

Time: 9.30 am

Meet at Guildford Town Hall or Mullaloo Beach Car Park at 9.30 am for an easy ride to the Maze near Bullsbrook. Bring a picnic lunch or buy something there. There is an admission charge of \$3.00 for adults and \$2.00 for children to the Maze and picnic area. Return to Guildford or Mullaloo mid afternoon.

Leaders: Stephen Booth (Guildford) Contact: 294 3682 (H)
Margaret Neill (Mullaloo) Contact: 447 8168 (H)

JULY 17 LAKE LESCHENAULTIA BBQ RIDE

30-40 km Moderate Terrain

Time: 10.30 am

Meet in Nicholl St, Mundaring, near the Mundaring Hotel, for a leisurely ride through quiet hills backroads to Lake Leschenaultia. Bring a BBQ lunch or buy a snack from the shop at the lake. Return to Mundaring mid afternoon. (See below for alternative hard ride.)

Leader: Neroli Barker

Contact: 295 1387 (H)

JULY 17 HARD RIDE TO LAKE LESCHENAULTIA

90-100 km Hilly Terrain

Time: 9.30 am

An alternative hard ride to Lake Leschenaultia, joining up with the other riders for lunch. Start and finish at the Causeway Car Park.

Leader: John Meakin

Contact: 332 5550 (H)

JULY 24 10,000 IN 8 ACHIEVEMENT RIDE

120 km + Very Hilly Terrain

Time: 8.00 am

Meet at Kelmscott Railway Station at 8.00 am for an 8.30 am start. This is a very hard ride up the steepest hills in the Darling Range to achieve a total climb of 10,000 feet in 8 hours. Members or new members only. The ride finishes at Kelmscott at 4.30 pm.

Leader: John Sherwood

Contact: 447 8939 (H)

JULY 24 ALTERNATIVE LESMURDIE FALLS PICNIC RIDE

40-50 km Moderate Terrain

Time: 10.00 am

Meet at the Causeway Car Park at 10.00 am for an easy ride to the lower picnic area at Lesmurdie Falls. As we are going to the lower picnic area you won't have to ride up the hills. (The 10,000 in 8 riders will be doing enough hill climbing for one day!) Bring a picnic lunch. Return to Perth mid afternoon.

Leader: Richard Stallard

Contact: 362 4340 (H)

JULY 31 SURPRISE BREKKY RIDE

40 km Flat Terrain

Time: 9.30 am

Meet at the Kings Park Log at 9.30 am for an easy ride culminating in a Surprise Brunch. Cost \$2 per person. New riders welcome.

Leader: Bea Page

Contact: 450 3655 (H)
or 364 8777 (W)

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C.T.A. Committee for 1988

President:	Martin Bunny	H. 330 3659
Vice-President:	John Sherwood	H. 447 8939
Secretary:	Denise McEvoy	W. 425 7165
Treasurer:	Geoff Creighton	H. 459 4178
Committee Members:	Arie Lemson	H. 448 2834
	Bea Page	H. 450 3655
	Richard Stallard	H. 362 4340
	Sue Stockdale	H. 450 3245