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



EDITOR: Noel Eddington
TYPESETTING: Robyn Knox

1989 AUG / SEPT Issue Number 89

NOTICE BOARD

WELCOME BACK ROD

A welcome home for Rod Evans will be held at Hossack Pavilion (centre of park) corner Hossack Avenue and Metcalfe Road, Lynwood on Friday 11th August at 7.30 pm. Come along and help welcome our latest celebrity home. Bring a plate of food for supper, your own drinks and glasses, the CTA will supply the venue, tea and coffee.

BIKE TRAVEL BY TRAIN

A recent letter from Bikewest advises us that Westrail/Transperth has placed a restriction on carriage of bicycles on trains which do not have a baggage car (50% of current trains and 100% of new electric trains).

If you use, or intend to use, rail for transport with your bike or you wish to protest this decision, will you please contact Rex Campbell at Bikewest, phone 222 0336.

NEW HOME WANTED

Can you help? I am a pre-loved touring bike seeking a new owner who will love me and spend some time with me. I like nothing better than to go on weekend rides with the CTA, and I adore pannier tours. My personal details are: 21" Repco Nishiki Cresta 18 speed touring bike. Tange Champion No. 2 and No. 5 Cro-Mo tubing. Sugino TRT triple chainrings 52/40/28. Suntour New Winner 14-28 cluster. Suntour Mountech derailleurs. Sanshin QR alloy hubs and Araya 27 x 1.1/4" alloy rims, 40 spoke rear wheel. Dia Compe cantilever brakes. Selle Italia anatomic saddle. Alloy rear rack. 3 sets of bidon eyelets. Sanyo Dynapower lighting set with Union Halogen headlight.

Unfortunately, although my owner still loves me, she has no time now to spend with me, preferring instead to spend all of her time with one of those fancy triathlon bikes. If you can help, please contact my owner, Sue Campbell, on 2222953 (work) or 4583078 (home).

P.S. My owner is asking \$500 for me.

COUPLES WEEKEND

SEPTEMBER 30th- OCTOBER 2nd 1989

This year's couples weekend will again be held over the Queen's birthday long weekend in September/October 1989 and will be at Wongan Hills, a small farming town approximately 180 km north east of Perth.

If you wish to participate in the weekend, please contact John Sherwood on 447 8939 (home). Remember that the bus can only accommodate 8 couples so book early.

Costs for accommodation are expected to be around \$20 per night per couple. Breakfast (cooked and continental) and evening meals can be obtained at the hotel.

HISTORIC YORK WEEKEND

SEPTEMBER 15th-17th

This weekend is a combined CTA pannier tour and 200, 300, 400, 600 & 1000 km Audax event.

The Old York Hospital Lodge has been booked from Friday through to Sunday night at \$8.00 per night, bed only.

You will be required to supply your own bedding and food. Limited accommodation will be available on Thursday night for Audax participants.

You can choose to drive to York or alternatively a pannier group will be meeting at Stockman and Son 15 Loton Avenue, Midland on Saturday 16th at 7.30 a.m. for an 8 o'clock start for York.

It is intended to have tours of beautiful historic York and surrounding districts on Saturday and Sunday.

Bookings close on September 8th.

Organiser: Kleber Claux Contact on: 458 7519 (home)

NEED TYRES?

Bob Stockman has a new stock of Michelin tyres:

27x1.1/4 World Tour touring tyres: \$16.00

700C x 19 Hi Lite Pro light tyres: \$21.00

27x1" light touring tyres: \$16.00

available during working hours at 15 Loton Ave. Midland.

TOUR NOTES

HIGHLIGHTS OF RIDES THAT YOU WILL WISH YOU HAD GONE ON

Jenni Lovis' Perry Lakes ride sounded perfect with her description of the tranquil lake surrounded by dew laden grass shimmering in the morning sun making a lovely word picture which was helped with refreshments at the Superdrome for the ten riders.

Neil Porteous' ride exploring the Nedlands/Crawley area would have been fun and informative as few people know the area as well as Neil who grew up in the locality. The eleven riders saw buildings they never knew existed as well as having a conducted tour of St. Georges University.

Arie Lemson's final comment on his report of the Waterwheel Tea room ride sums it all up 'Do it again anytime'. The hills are delightful at this time of year especially when you are full of those special home made scones and cream! The tandems also showed a good turn of speed in the hills.

Arie also led the Kings Park Ride on June 4th which attracted fourteen riders including several new faces. The pace was leisurely, though I believe some enthusiasts rode Reabold Hill twice. Arie finishes his report by asking the question how many of the new riders joined CTA and did they enjoy the ride - comments would be appreciated by the ride planners.

Eddie Rzemek took nine riders from Perth Railway Station under clearing skies out of the city to Gnangara Road and onto West Swan Road. There the settlers 'All Saints Church' was visited. The return journey continued the historic flavour with a trip through Guildford, finishing back at Perth Station.

The double start Jarrahdale ride attracted twenty four riders. The hard riders under Kleber covered 90km on a fine but cool day, enjoying the ride through the Jarrah forest between Gleneagle and Jarrahdale. The easier ride with Colin Farmer covered 70km with fewer hills. The two groups met for refreshments at Jarrahdale before returning to Kelmscott.

WELL DONE BARBARA !

An omission from the results of the 50km achievement ride was the completion of the event by Barbara Farmer. Well done, we are sorry for the slip!

HOPE Friendship Ride 1990

The Bicentenary International Friendship Ride from Britain to Australia 1987/88 was a great success. There is to be another Friendship ride next year and it promises to be an even bigger success.

The purpose of the new ride is to promote care of the environment and the ride will be called the 'Hope' ride, the Help Our Planet Earth ride. The ride will start early in June 1990 and will travel through Japan, a large part of USA (mainly in the west), Britain, across Europe and through Malayasia (perhaps Thailand also).

The team will return to Australia at the end of September 1990 and make a publicity ride from Melbourne to Sydney ending around the third week in October 1990; altogether a ride of about 8000 km, with a daily average of about 80 km. The estimated cost of the overseas ride of sixteen weeks is about \$2,500 at present exchange rates, plus a round the world airfare; the cost may be somewhat less since we expect to get some hosting as happened on the 1987/88 ride.

We, the 'Hope' ride committee, plan to have an all age, both sexes team of about twelve riders. the team is practically complete but we would welcome a few more riders. If you are interested write to me at 32 Chisholm Avenue, Clareville Beach, NSW 2107 (telephone 02 918 6102), as soon as possible giving a few particulars about such matters as age, cycling experience and any special qualifications you feel you have that would be handy, e.g. organising, publicity, first aid, photography. We are particularly keen to get a rider, or riders, skilled in movie photography since there will be a film of the ride showing examples of methods of caring for the environment. The basic idea of the 'Hope' ride is to carry a Help Our Planet Earth message across the world, to link up with and support environment groups in each country along the route and, through the contacts we will make and the movie film, come back to Australia prepared to help the environment movement here. Here is the 'Hope' message:-
E - Enjoy but care for the Earth
A - Aid the environment movement
R - Recycle as much as possible
T - Treasure the Earth's trees
H - Help the third world with their environment

The riders will pay their own way, carry their own gear, camp or use the cheapest accommodation and ride an average of 80 km a day without support vehicles. They confidently expect their challenging ride to be even more successful than the very successful Bicentenary International Friendship Ride from Britain to Australia, which ended in 1988, and are looking forward to getting support from all Australians.

STAN JACKSON, CO-ORDINATOR

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THE BOYUP BROOK WEEKEND OR THE GREAT ESCAPE WEEKEND

Those lucky enough to go on this trip will remember it as a most relaxing and scenic 3 days in what was otherwise a hectic year of work and CTA rides.

It all started at 6.00 pm Friday 2nd June at Bob Stockman's Yard in Midland with John and Aileen Martin, Neil and Christina Porteous, Renee Smeets, Denise Robertson and yours truly with John and Ann Waters arriving Saturday afternoon. Unfortunately Bob and Betty Stockman couldn't make it this time.

After loading all the gear etc. onto the bus and trailer we headed off into the night, but first John Martin wanted to find out who had their "B" Class license to help do some relief driving, unfortunately nobody's hand went up so John became our taxi driver for the whole trip; after that effort he deserves to win a golden wheel award!

The next item for business was the election of a scribe for which I won that dubious honour (definitely fraud at the ballot boxes!). Our first stop was at Pinjarra for a quick bite of greasies, as I don't think I would have made it to Harvey for dinner, as I was suffering from malnutrition already. Heading down to Boyup Brook everyone had to keep their eyes peeled for a kangaroo (an alive one not the flat variety!) as Denise from New Zealand hadn't yet seen one, as 'this country side, being their natural habit, should have produced hundreds of them, wrong!). We actually didn't see one until the last day of the ride and she would have missed that if it hadn't been for John M's eagle eye! We arrived in Boyup Brook around 10.00ish and after unloading the bus and trailer into what I can only describe as luxury accommodation by CTA standards we brewed the traditional cuppa, had a quick discussion of possible routes that might be taken over the next few days and then retired to test -10oC sleeping bags.

We were woken up the next morning by sounds of Kookaburra's mixed with Sgt. Major John Martin telling everybody that only whimps sleep in and that feeling cold was all in the mind! I think my mind was still in shock as when I went into the kitchen I thought an extra lady had turned up during the night, but on closer inspection it was Renee wearing a 'shocking pink' dressing gown. His story was that he got a bit too cold during the night and he couldn't refuse Aileen's offer of the bright coloured garment; we are still getting confirmation of this! (Actually pink does suit you Renee!). After an enormous feed of museli and toast we all jumped on the bus and went down for a tour around the Flaxmill which was used during the war years to produce flax for the armed forces (a very interesting historic building). After this we all set off for our first day tour, a distance of approx. 50 km, I think we took enough food to actually complete 400km!! After the disappearance of an early morning mist around 11.00am the day warmed up a little with a glorious day in store. The countryside certainly was lush and green this time of year and had to be seen to be believed; it certainly adds a new dimension to cycling. Our first stop saw the usual apples and museli bars being devoured. Denise looked a bit concerned about being

attacked by some of Australia's wildlife but we told her that all she really had to worry about was the odd Teradactyl that might fly down and carry her off, so she spent the rest of the day looking skyward (we did tell her later they had been extinct for quite sometime). After lunch it was a nice and easy ride back to Boyup Brook with a fairly memorable downhill into the sleepy town.

After a very deserving hot shower everyone piled into the kitchen to make a variety of meals; we then retired to the lounge where Aileen had stoked the fire. Aileen also started the 'ball rolling' by leaving some chestnuts to be discovered by yours truly in the kitchen; it seemed she had a nasty experience in the past and wanted to get rid of the last few so cooking chestnuts over the open fire became the theme for Saturday and Sunday nights! Ann and John Waters had arrived safely earlier in the evening, it seems Ann and Aileen had something in common about not liking chestnuts, but I am pleased to say that after Neil decided to take charge of the cooking Ann and Aileen became chestnut lovers again. (I wondered what special sauce he used as he wouldn't give me the recipe!). An early retirement was agreed by all as the next days ride was going to be about 70 odd kms.

After a hearty breakfast we set out on what was to be a very scenic tour of the South West with our first stop being to show Denise a kangaroo that wasn't going to hop away in a hurry (a very thoughtful gesture John).

After riding through some very tall and majestic timber country we stopped for the customary morning tea break and to check the map as we were going to rendezvous with Ann and Aileen in the bus for lunch at the Blackwood River. On our way again Denise and I lagged behind but the Reverend Neil Porteous stayed with us to make sure the morals and ethics of the CTA were kept intact (thanks Neil!). We then ran into the bus with Ann looking very relaxed at the wheel, saying the lunch stop was just over the next HILL. This time of the year around the Blackwood River area one does have to be careful of Kangawallabats so just to be on the safe side Denise spent lunch with both feet off the ground sitting on a log, (thanks to a very imaginative Neil Porteous!). After a humorous lunch we all set off to fill our lungs with fresh country air and let the food digest with a slow and pleasant ride back to Boyup Brook. After the great CTA bake off for dinner that night everybody retired to the lounge to swap stories about the bravado feats that all CTA members accomplish without question and yet again there was Neil and chestnuts pleasing the ladies to know end with his culinary delights!

The next day yielded a fine but overcast day which reflected everybody's spirits so we organised our last days ride to

concoincide with the route home, even if the scenery was still the same you never tire of it.

Denise and I took our usual position at the rear while John Martin, John Waters, Renee and Neil took off on a more energetic ride to Moordirup with Renee looking a little stronger in the end and John W glad he and Ann had gone

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south for the weekend. After microwaved pies etc. at the Moordirup Deli (an experience to be believed) we then loaded the bikes and said goodbye to John and Ann Waters. The trip home was uneventful except that yours truly had to go to work that night; I even tried to bribe John M to take the long way before finally arriving at the Stockman's Yard! Cliches like parting is such sweet sorrow were used etc.!! The weekend was a tremendous success and would not have been possible if it wasn't for the effort of John and Aileen Martin. Thanks again!

by KIM GRIFFITH



**4 DAY RIDE
TROUGH VICTORIA**
NOV 4-7th, 1989
distance 280km
cost: \$137



**9 DAY RIDE
VIC TO S.A.**
MAR 24- APRIL 1, 1990
distance 620km
cost: \$245



11 DAYS AT KAKADU
June 9-20, 1990
distance 420km
cost: approx. \$1800 (inc airfare)

40km TIME TRIAL

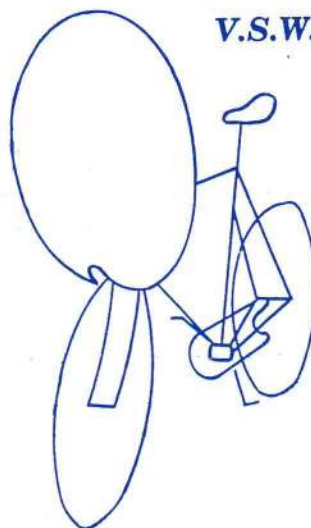
The 40 km Hilly Time Trial was well supported considering the cold, wet miserable morning. Everyone who turned up was keen to get started, especially those who had ridden to the start. We had 3 tandems participate and it is great to see the enthusiasm of the riders and the support willingly given by CTA members.

Times for the event are as follows with the tandems mentioned first.

Kleber Claux and Michelle Griffen	1.26
Lionel and Darren Taylor	1.16
Peter Steer and Keith Hayes	1.11
Brett Rutherford	1.16
John Waters	1.38
Noel Eddington	1.26
Lin Hambleton	1.24
Graeme Burton	1.13
Sam Burton	1.08
Kit Campbell	1.23
Rob Hillary	1.36
Paul Smeets	1.19

AILEEN MARTIN

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WORKSHOP

ALL ABOUT WHEELS

Ever thought of building your own wheels? You have thought about it but thought that it's too difficult? Well it's not! With the help of a well written book and a bit of patience wheel building can be fun. It will give you a great deal of satisfaction to know that your riding on wheels that you laced and trued.

I am not going to tell you how to build wheels in this article - I am only going to encourage you to build your own wheels. Good quality light wheels will make a bike faster. Why should I build my own wheels when I can buy perfectly good ones off the shelf already made up? This can be the case, but often you think that you would have preferred this rim with that hub rather than the rim they have used. Or you may find that you can't buy the 27" tyres in the cross sections or pattern that you want for touring any longer because all new tyres are 700C. Rather than buying a whole new wheel, just buy the spokes and rim. Unspoke the old wheel and build your hub into the new wheel! For whatever reason wheel building is fun!

Before you start to build your wheels you need to know some of the theory of the forces involved in a wheel. Then using these theories you can design the best wheels for your needs, riding style and purpose.

The things that change a wheel's characteristics are - the rim, spokes and hub flange size. We will look at these separately.

The Rim

The strength of a wheel is in its rim. This seems an unusual statement but unless you have a strong rim your wheels will not last. The rim is the only thing providing resistance towards the hub (spokes only pull). And the only thing providing sideways resistance. This is called lateral strength. A wider rim will give more lateral strength than a narrower one for equal weight and design.

For clincher tyres there are two designs of rim, modular and high pressure. Obviously modular are stronger the only problem with them is getting the tyre on and off them sometimes.



High pressure



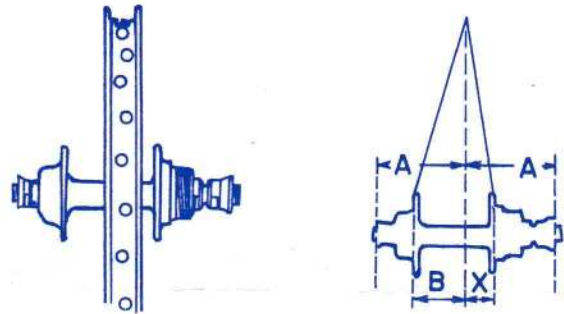
Modular

Spokes

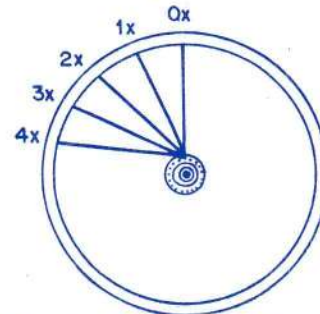
Spokes are the magical wires that hold the wheel together. Spokes are measured in wire gauge and for that reason a 15 gauge is thinner than 14 gauge. Rustless spokes are stronger (20,000 lb/sq in) than stainless steel (15,000 lb/sq in) for the same size spoke.

So what do spokes do? They pull or provide resistance to

movement in the direction they are placed. In a rear wheel there are 4 kinds of spokes. They are free wheel (right hand) side pulling spokes, and static spokes and the left hand pulling spokes and static spokes (pulling spokes lay back in relation to direction of rotation). Pulling spokes do more of the work and the ones on the freewheel side do the most. This is because all the torque of both acceleration and braking comes onto these spokes to deliver, to the rim; acceleration and to the hub for braking. Think about it. The freewheel side particularly cops it because the bracing angle (distance) is smaller.



A shorter spoke has less give therefore a stiffer wheel. Spokes can be laced in different patterns according to how many spokes they cross over. 0 spokes (or radial spoking) 1,2,3 or 4. Cross 3 and cross 4 are most common on touring bikes.



In a cross 4 (4x) pattern all the strength is at right angles to the hub flange. So all the weight can go straight down those spokes. How many in a 36 spoke front wheel? Spokes only pull they don't push so the weight of the bike and you hang primarily from 18 spokes above horizontal on your front wheel were **only** 40% of your weight is.

Obviously this is only occurring for a fraction of a second this is called "Periodic stress". You can't avoid periodic stress. As the bike wheels rotate the stress rotates backwards around the wheel. To reduce the percentage change keep the spokes tight. So that from the top of the wheel to the bottom the amount of spring and flex in the spoke is reduced.

"Tension peaks" occur in the rear wheel when you push on the pedals or should I say stand up and jump on the pedals. So how many spokes does this force go down? All your

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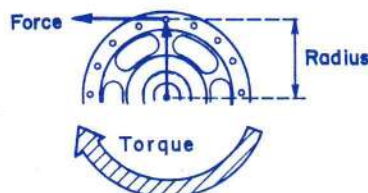
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pulling spokes (18). But periodic stress acts on 18 spokes also. But it's not the remaining 18 spokes left in the wheel. Only half the pulling spokes are under periodic stress at one time (9 spokes). That's fine $47 \text{ kg} \times 9 \div 40\%$ of total weight = the number of times a wheel is over engineered. So why do spokes break? What happens when you start throwing your bike from side to side as you strain to get every last bit of power to the ground to get your loaded touring bike up a short sharp hill. All the weight is now on only one side of the wheel 4 sometimes 5 spokes but when its 5, two spokes are near to horizontal so their not doing much it only leave 3 spokes to handle the load of you, your bike, your load and any shock forces from the road surface and 47 kg per spoke is when your spokes are brand new. Wait until they start to fatigue after 2 or 3 years of use are being thrown in the direction of 3 spokes with a shallow angle to resist lateral force can you blame those freewheel pulling spokes for breaking?

Hub Flange Size

Hub Flange size has two main effects on a wheel.

a) Small flanges mean longer spokes. It also has a lower bracing angle which means that the wheels ability to resist lateral movement is reduced. Thus giving a softer springier more comfortable wheel.



b) Larger flanges means the spoke is coming off the hub at a greater radius and from the diagram the force on the spoke is lower with a large flange.

Summary

So you can start to see why front wheels are made differently to rear wheels why a track bike has high flanges on both front and rear wheels. Why mountain bikes have wide strong rims but still use 14 gauge spokes. And what causes spokes in a particular set of spokes to break.

So go out to your favourite bike shop (preferably one who advertises with us) buy your hub, select your rim and then ask the bike mechanic or sales rep to work out the correct length spoke. Then next issue I will teach you how to lace (put the spokes in position) and true (make round and straight) your very own wheel.

P.S. If you can't wait for the next issue the book I build my wheels from is called "Building Bicycle Wheels" by Robert Wright and illustrated by Karen Susebrink.

Noel Eddington

ROD'S RECORD RIDE

On Sunday 1st July John Martin with his usual efficiency bundled us into his bus bound for Northampton in order to meet Rod Evans and his support group on the Around Australia Record Attempt.

Included in the party were his wife Aileen, Ron Masterman, Merv Girdlestone, John Walker, Carl Neiryneck and myself. Lunch was consumed at Badgingarra fuelled up at Dongara and arrived at Northampton about 5 pm. After some twiddling with John W's CB's located Rod and Co. at Binnu. Some hardy riders elected to accompany him back to Northampton.

Rod looked in pretty good shape his support crew were his wife Cheryl his dad Peter and two Canadian lasses Vanessa and Shawna. After tea some of the party slept in the bus while 3 of us decided to try out the Northampton Pub where Carl (from Belgium) was given an insight into the "Ockers" habits.

With John Walker in command of the bus we left Northampton at about 5.30 in order to meet the others in Geraldton where Rod had a spot drug test. After breakfast at Dongara several of us gave Rod some support to Eneaba where most of us had lunch. Despite a heavy shower on leaving Eneaba John and John accompanied Rod on his way to Cataby. Please excuse any grammatical errors or lack of continuity in this story as Merv is on a campaign to destroy an army of flies we collected in Eneaba and is waving a rolled up newspaper around the bus mostly past the top of my head.

The intrepid cyclists arrived in Cataby about 6.30 pm and after tea and many farewells and well wishes we parted company to return to our respective jobs on the Monday. Rod appeared in very good spirits and with only 163 km to complete we expected him to arrive in Perth about midday.

PETER COOKSEY

Editors note: Rod Evans completed his record shattering ride at 11.01 am the next day. The Around Australia Cycling Record now stands at 49 days 22 hours 31 minutes. Any takers to brake this record?.

NEW MEMBERS

New members welcolmed to C.T.A. recently -

Mick Russell / Jane Slack-Smith & Family
Stephen Finch / Annelieske Noteboom
David Parkinson
Kent Burles
Jono Taylor
Albany Cycle Club
The Trengrove Family

CYCLE TOURING ASSOCIATION OF W.A. MEMBERSHIP APPLICATION

I/We wish to become members of the Cycle Touring Association of W.A. (Inc) and agree to abide by all the rules and by-laws of the association.

I enclose cheque / money for \$.....

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PHONE: (H) (W)

Signed: Date:

FEES

Joining fee	\$10
Adult	\$20
Family	\$26
Club	\$37
Junior, Student or Pensioner	\$12

C.T.A. RIDES CALENDER

AUG / SEPT

AUDAX

Don't forget the Opperman all day trial

14th & 15th October 1989

If you wish to be in this event, contact Peter Steer on Ph: 2761774 (H)

or John Martin on Ph: 2938170 (H) for more details

DO IT NOW

JULY 23	LUNCH AT BIRD SANCTUARY	JULY 23	175KM TRAINING RIDE
70km	MEDIUM TERRAIN 9.00am	175km	FLAT TERRAIN 8.30am
Depart from Lake Monger South East car park to ride towards Yanchep, stopping at a bird sanctuary for lunch.		Leaving the corner of Patterson and Mundijong roads, Mundijong for a ride around the Mundijong locality in preparation for the 200km.	
Leader: Ian Hill	Home: 444 1671	Leader: Brian Hawes	Home: 398 4724

JULY 29/30	2 DAY PANNIER TOUR	JULY 30	HOW'S YOUR HILL CLIMBING?
DAYS	HILLY TERRAIN 11.00am		HILLY TERRAIN! 9.00am
Meet at Stockman and Son, 15 Loton Ave, Midland for a ride via Darlington and Mundaring Wier to Kalamunda Hostel (was Piesse Brook). Sunday's ride includes watching the hill climb. Bring food for evening meal or buy it at Darlington on the way. Breakfast provided.		From the corner of Canning and Pickering Brook Rds (Four Square store), ride to a "Secret Hill" to see how long it takes to climb it!	
Cost: \$10.00 per person - bookings close July 22nd.			
Organiser: Kleber Claux	Home: 458 7519	Organiser: Aileen Martin	Home: 293 8170

ALTERNATIVE AUDAX 200 EVENT

AUGUST 5 (SATURDAY)

200 km VERY HILLY TERRAIN 6.30 AM
Meet at 6.30 a.m. for 7 a.m. start at 13 Cunnold Street, Pickering Brook. The course: Mundaring Weir: Chidlow: Wooroloo: Clackline: Toodyay and return.
Cost: Brevet ride \$4.00. Medallion \$10.00 extra if required: Entries close July 30th.

Organiser: Peter Steer

Home: 276 1774 Work: 420 8289

AUGUST 6	MIKE WATER'S MYSTERY RIDE	AUGUST 6	JARRAH COUNTRY LOOP
60 km	MEDIUM TERRAIN 9AM	150 KM	HARD RIDE 8AM
Meet at Carlisle Railway Station for a pleasant ride through the foot hills for morning tea near Araluen. Why is it a mystery ride? Mike doesn't know the way either!		Meet at Armadale Railway Station for a ride through some of the best near-city Jarrah country - Dandalup, Dwellingup, Pinjarra.	
Leader: Mike Waters	Work: 444 2892	Leader: Kleber Claux	Home: 458 7519

AUGUST 13	200KM ACHIEVEMENT RIDE	AUGUST 13	MISS MAUDS FOR BREAKFAST
200KM	HARD RIDE 6.30AM	30KM	EASY RIDE 8AM
Meet at Midland Town Hall at 6.30am for a 7am start to the next of the season's achievement rides on the hard but pretty Toodyay-Bindoon course: Members only.		Meet at the King's Park Log for a ride just long enough to give you an appetite for that wonderful spread Miss Maud puts on on Sunday mornings.	
Organiser: Neil Porteous		Bookings by 30th July. Cost \$13	
Home: 457 7146		Leader: Bea Page	Home: 450 3655

AUGUST 19/20	AUDAX 600	AUGUST 20	ROUND TRIP FROM FREMANTLE
600KM	HARD RIDE 5AM	110 KM	FLAT TERRAIN 8.30AM
Meet at Armadale Railway Station at 4.30am for the annual 600km Audax event. Entries close August 12th.		Meet at Fremantle Railway Station for a ride to Mundijong, Rockingham and return.	
Organiser: Peter Steer		Leader: Bill Thomson	Home: 276 1774

AUGUST 27

50KM

EASY RIDE**EASY SOUP RIDE**

9.30AM

Meet at Kings Park Log for a tour of King's Park and the foreshore finishing at one of those delightful CTA Soup brew ups. Cost \$1.00 per person for soup.

Leader: Arie Lemson

Home: 307 5820

AUGUST 27

85KM

HARD SOUP RIDE**MEDIUM RIDE**

8AM

Meet at Kings Park Log for a ride to Naval Base, Jandakot and return to Kings Park for the soup. Cost \$1.00 per person.

Leader: Kleber Claux

Home: 458 7519

SEPTEMBER 3

110KM

10,000 FEET IN 8 HOURS**VERY HARD RIDE**

8AM

Meet at Kelmscott Railway Station at 8am for an 8.30 start to the hardest ride of the year. Members or new members only.

Organiser: Max Talbot

Home: 448 2039

SEPTEMBER 3

50KM

VISIT THE HALL COLLECTION**EASY RIDE**

9AM

Meet at Guildford Post Office for an easy ride round historic Guildford and finishing at one of the most fascinating collections of early settlers tools, furniture etc, as well as a big display of toys for those of us into second childhood.

Leader: Bea Page

Home: 450 3655

SEPTEMBER 10

60KM

HILLY RIDE

8.30AM

Meet at Stockman and Son 15 Loton Ave. Midland for a ride up the Westrail service road following the railway to Toodyay through the best scenery in the Avon Valley. Return with bikes on CTA trailer on John Martin's bus. Mountain bikes or broad tyred tourers only. Cost \$3.00 each for bus journey. Limit of 12 bikes on trailer. Bookings with money by September 3rd to leader.

Leader: Phil Torkildsen

Home: 386 3738

SEPTEMBER 15/16/17**YORK WEEKEND****& AUDAX 200, 300, 400, 600, 1000**

See separate article on notice board.

Organiser: Kleber Claux

Home: 458 7519

SEPTEMBER 24

25KM

HILLY!**KALAMUNDA****MOUNTAIN BIKE RIDE**

9AM

Met at Kalamunda library for a mountain bike ride to explore unusual views of unusual places. Finishing with Morning Tea at the French Patisserie.

Leader: Noel Eddington

Home: 293 1305

SEPTEMBER 24

50KM

TOUR OF KALAMUNDA**EASY RIDE**

9AM

Meet at Kalamunda library for a tour of the pretty parts of Kalamunda to give you an appetite for French cuisine at the Gooseberry Hill Patisserie.

Leader: Alan Bourne

Home: 293 1987

SEPTEMBER 30-OCTOBER 2**COUPLES WEEKEND AT WONGAN HILLS****CHOICE OF RIDES**

8.30AM

Meet at Stockman and Son 15 Loton Ave. Midland 8.30am Saturday 30th for a 9am departure. Return via New Norcia Monday afternoon. See separate article on notice board.

Organiser: John Sherwood

Home 447 8939

C.T.A. COMMITTEE 1989**PRESIDENT:**

Arie Lemson

307 5820 (H)

VICE PRESIDENT:

Bob Stockman

293 5278 (H)

SECRETARY:

Aileen Martin

293 8170 (H)

TREASURER:

Betty Stockman

293 5278 (H)

COMMITTEE:

Noel Eddington

293 1305 (H)

Kleber Claux

458 7519 (H)

Michael Waters

444 2892 (W)

Correspondence to P.O. Box 174 Wembley W.A. 6014
For details of club membership please contact the treasurer.