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



EDITOR: Noel Eddington

1989 OCT / NOV Issue Number 90

NOTICE BOARD

SOUTH WEST TOUR 11-19th NOVEMBER

SPECIAL ANNOUNCEMENT

With wide publicity for this event, the limited number of places is filling fast. Don't miss out by being late with your entry. A brochure is being sent with this Newsletter to all CTA members, so sit down now, complete the form and send it in. Remember, it's strictly "first come first served".

NOVEMBER 26 ANNIVERSARY RIDE - 15 YEARS

Moderate terrain Leisurly Ride
Celebrate 15 years of CTA cycling with a re-run of our first ever ride. Meet at "The Log" in Kings Park at 10.30 am for a leisurely 15 km ride through the park and by the river.

The ride officially finishes about 12 noon back at "The Log". For those who wish to continue the anniversary celebrations, lunch at Fast Eddy's shortly thereafter. Approx. cost \$5-\$10. (Please book lunch with Dale Neill by Monday November 20). As this is a special occasion, riders are requested to wear at least one article of formal attire.

CTA TRAILER PAINTING

The CTA trailer needs a new coat of paint! On 25th November we are going to give it one or two coats of paint. Come along and be part of the team that will make it happen at Stockman & Son's, 15 Loton Avenue, Midland at 8.30 a.m. Bring a wire brush and a paint brush if you have one.

INAUGURAL GREAT TASMANIAN BICYCLE RIDE

We now have brochures for the inaugural Great Tasmanian bicycle ride to be held between 24th February and 4th March, 1990 and the Great Victorian Bike Ride which will be held from 2nd to 10th December 1989. If you would like one of these please contact Aileen Martin. Phone 293 8170.

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PROPOSED NEW SOUTH WALES TOUR - 1990

John Martin is putting together a two week tour of New South Wales towards the end of September 1990. The tour will finish at Albury so participants can watch or take part in the Opperman All Day Trial. Those interested, please ring John Martin: Home 293 8170.

NEW COMMITTEE MEMBER

The Committee is pleased to welcome Colin Farmer into its ranks for the remainder of 1989.

DON'T FORGET THE CTA PANNIERS

All the folk who would like to try pannier touring - remember that the CTA owns a brand new pair of Karrimor panniers that can be hired at very reasonable rates for short or long periods. Contact the Treasurer if you would like to hire them.

TOUR NOTES

TWO DAY PANNIER TOUR AND HILL CLIMB JULY 29 AND 30

The weather forecast was for early morning showers clearing, which sounded promising. However, it wasn't really accurate and we had several heavy cloudbursts as we made our way through the hills on the July 29/30 Pannier Tour under the leadership of Kleber Claux.

Let no one have any misconceptions about the reasons for selection as tour "scribe". Just when I was thinking someone must have got wind of my literary talents, I discovered (from other articles I read) that it is usually the newcomer who lands the job and no qualifications are required!!

So there I was - a rather reluctant starter - at Bob Stockman's auto premises in Midland lining up for an eleven o'clock start, which I soon found in CTA terms means an ETD about 30 minutes later. Casting around as we put panniers on bikes and prepared for take-off, I couldn't see any other female company and found, in fact, we were just a neat group of seven in total - our leader Kleber, Noel Eddington, Michael Waters, John Martin (travelling light as he couldn't be persuaded to give up his own comfortable bed to sleep at the hostel just down the road), Matt King, my husband Colin, and myself.

Kleber had obviously gone to a lot of trouble to sort out a "suitable" and interesting route, even acknowledging that there were "one or two hills" - an understatement in my book (but then, I have a much greater respect for our "hills" than I ever had before and don't see this part of our State as the flat place I once believed it was) - and gave us a quick rundown on the plan for the weekend before we headed off through the back of Midland, across the railway line towards Darlington, with our first stop being the Egan Gallery and Coffee Shop. Couldn't possibly justify a cup of coffee at that early stage but those who were interested inspected the display of woodturning, sculpture and painting of some of the local crafts people. The good thing about being on a bike from my point of view is that one is seldom tempted to buy - especially on a pannier-tour! The rest of the group had a good chance to have a chat, which doesn't seem to present a problem! And guess what they talked about! From the moment I first encountered CTA/cycling people this insatiable ability to "talk bikes" has never ceased to amaze me. However, I must say my whole attitude has changed somewhat and I no longer think of bikes as a simple machine - two wheels and a frame!

Moving on, "The Pines" in Darlington Village was a good place for us to stock up with perishable supplies for the evening meal and buy a bit of lunch. I still don't know who carried all that milk! A pity it had to rain just when we were enjoying our

lunch and getting to know the local dogs: so it was on with the raincoats while we made a dash for the local recreation hall verandah. It was a near thing when the aerobics instructress at the rec hall decided to investigate our presence and walked out through the very door against which the bikes were leaning.

Our route took us across the Great Eastern Highway to a very scenic loop road through the John Forrest National Park where we looked down on the Glen Brook Dam on our left and, a bit further on, the Mahogany Creek Dam(?) - all new to me and really enjoyable cycling. Great vistas from this part of the escarpment too and everywhere the first signs of the wildflowers, particularly the tree hovea and the familiar prickly accacias, while overall the distinctive bush aroma after the rain. There was quite a memorable hill on this leg of the ride I seem to remember.

How does he do it! John Martin's short-term weather forecasts are phenomenal! He rushed us over to the shelter of the Ampol Service Station at Glen Forrest when we reached the Highway. It seemed unnecessary, but within moments the few spots of rain he had noticed had developed into a real cloudburst. The heavens opened and down it

came. Have you ever had the experience of standing under an unlined Brownbuilt roof during a prolonged hailstorm? Earplugs would have been very acceptable. When it had cleared it was pleasant riding through Glen Forest to one of the local landmarks and historical sites our leader had ferreted out - a quite unique hexagonal brick building built in the early days of the district's development as a meeting place for the local people. It has a very pleasing appearance, well restored and is still a meeting place, but now used by the Wildflower Association for their meetings. Followed along the old railway line reserve now developed into a park. No teashop went unnoticed and, as luck would have it, we found ourselves at the Mundaring tearooms when the next shower of rain came on, so the hot cuppa was doubly welcome. There are those who stuff themselves with scones and cream! A flash of colour and Lin Hambleton went flying past, but he didn't have eyes for his fellow cyclists, looked neither to the left nor the right, and heeded not our shouts of greeting!

We called in at Jacoby Park not far from the Weir (and in between times did some riding) and looked particularly at the 100-year-old oak tree and the other non-indigenous trees planted in the area. A good place for a spring picnic. I thought they were joking when Kleber suggested I should have something to eat when we left there, but it would have been a good idea as there were some quite "noticeable" hills (for the likes of me)

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around this area, and yours truly was very grateful to feel the weight of a large hand in the middle of my back, offering just the right sort of "encouragement" on the steepest climbs. Thanks John and Kleber. How much training does it take to be able to propel not only oneself but someone else up the hill as well.

It didn't take too long to settle in at the Kalamunda Youth Hostel (alias Piesse Brook) although there was wood to chop and gather, but thanks to Michael who showed himself to be a dab hand with a nondescript axe (was it headless?), there was soon a good fire burning in the pot-belly. Meantime, "back at the homestead",

Kleber got down to business in the kitchen (with helpers) to rustle up his own very special vegetarian concoction which really hit the spot, and was topped off by fruit (bought!) from a nearby orchard. Good thinking Michael to insist that we buy that extra crusty loaf at Darlington. It was good to be joined at this point by Betty and Bob Stockman at the Hostel.

Just as well there was Pine-O-Cleen on hand at the Hostel - it made a difference to the rather unexpected discovery in the men's dormitory!!

What a good idea to have the Committee Meeting at the Hostel and what an even better idea for Betty and Aileen to bring those delicious goodies for supper. We discovered Michael's not the only one who likes fruit cake.

The next day we were to meet up with the group Aileen was organising for the hill climb. Well, isn't it unbelievable the lengths some people will go to to win in such an event. There was Kleber running around late in the evening borrowing an old razor and laboriously removing his beard in the interests of aerodynamics for the next day's ride. Not too fanatical! He claimed he wanted to look younger to please his son - a likely story indeed.

There were the usual chores to cope with before we set off next morning. I thought the 8.15 a.m. start was a bit over keen but WOW it was great and I changed my mind when we got out on the road, looking down over the orchards and seeing the mist rising from the valleys. Superb! Shades of hills holidays in my childhood to see and smell the jonquils and the wattles in many of the gardens during the weekend.

We met up with Aileen, John and others at Pickering Brook Store and rode to the secret hill climb. All was then revealed and the spot selected was Walnut Road, finishing in Patterson Road. The entrants were able to enjoy freewheeling down the hill before having the torture of riding up against the clock. The hill was reported to be so tough that I made a noble gesture and offered to help Aileen and Betty with the time-keeping.

Here are the results -

Kleber Claux	10.03 minutes
Peter Steer	10.36
Kit Campbell	11.13
Bob Stockman	11.21
Noel Eddington	12.42
Colin Farmer	12.49
Matt King	13.25
Max Talbot	13.25
John Meakin	14.25
Mike Waters	15.58
John Waters	18.15

Clearly Kleber's idea of streamlining paid off! In contrast to this was Peter Steer, who put up second best time complete with BEARD AND RAINCOAT!

The Martins are so generous with their hospitality, and it was back to their place after the hill climb for elevenses (and twelves too as it turned out) and more fruit cake! A great morning.

Made our way back to Midland down Kalamunda hill with Noel as our leader after saying goodbye to Kleber. We called a halt when nearly to the bottom of the hill to explore Noel's orchard and admire the view from the verandah of his house. Thank you for that Noel. The mandarins (and cumquats) straight from the "orchard" were memorable and I hope served to appease those who waited so patiently for the "tourists" to see the sights. All in all, this was a great "package", embracing the simple pleasures of life - fresh air, good company, plenty of food and a pleasant weariness at the end of the day.

Don't miss any future pannier-tours - it is a holiday in the space of a weekend and very refreshing. Why not a few ladies on the next tour.

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WORKSHOP

BUILDING BICYCLE WHEELS

As promised the second part of this article is about building your own bicycle wheels. You have been to the bike shop and bought the necessary bits and pieces. You even read the first part of the article through a second time to see if you had missed some key point, but it still didn't make much sense to you. Not to worry, they were only theories. (The science side of wheels). The art side is in the truing.

Preparation

Get together all the things you are going to need, i.e. the rim, hub, spokes, stumpy screw driver, spoke key and some sewing machine oil in the lid of a film container. Also a cup of coffee for the artist at work. Lay some newspaper out on the lounge floor, put on the radio and plonk yourself down with the parts gathered around you.

I will describe the building of a rear wheel as this is slightly more difficult. I will also describe a symmetrical wheel, that is to say, both free wheel and lefthand side pulling spoke will have their heads on the inside of the flange, as I believe this produces a stronger wheel.

Lacing

Step 1. The first spoke in each group is the most important to be placed right because the others are simply placed at 4 hole intervals from there. Dip a spoke in oil, then slide it through the free wheel flange from the inside to the outside so that the head is on the inside of the flange.

Step 2. Pick up your rim and pretend you are standing behind your bike with the valve hole pointing towards you. Notice how the spoke holes (or ferrules) are staggered, alternating left-right-left.

Find the first spoke hole on the right side of the rim above the valve hole (usually the second hole). The first spoke goes through this hole. Thread the nipple on so that you can just see the end of the thread. (Put a piece of masking tape or some other mark on this spoke).

Step 3. Place the other eight spokes through every second hole in the flange and through every fourth hole in the rim, making sure you put oil on the threads. The oil helps the adjusting of the nipples when truing the wheel in the second stage, but more importantly it prevents them from rusting up and subsequently breaking when trying to adjust them at a later date.

Step 4. The next spoke to go in is the first free wheel side static spoke. Slide the spoke through the free wheel flange from outside to inside so the head is on the outside of the flange.

Now get the wheel and pretend you have a cluster on it and turn the hub until the pulling spokes become tight. Your first free wheel side static spoke should cross over three spokes before it reaches the rim. (Under two over one). Put the nipple on and screw it down until you can just see the end of the thread.

Double check by making sure that this spoke is on the right side of the channel. You can also count the number of holes from the back to a position on the rim radially from the head of the spoke there should be twelve.

Step 5. Insert the remaining eight static spokes into the right flange heads outside, bends inside, weaving them inside two outside one as with the first one in this group.

Step 6. Now we move to the left side flange. Basically we have to lace it into the rim just the same. Hold the wheel so you are looking from right to left. Find the first spoke you put in (the one with the masking tape on it). Sight across the hub flange to the left flange.

You will see two holes which project adjacent to the first spoke. Your next spoke will go through the hole on the left (behind) your first spoke. Insert the spoke from the inside to the outside so the head is on the inside. Radiate it backwards so that it will go through the hole next to the valve hole. Just check that it is offset to the left side of the rim.

Step 7. Leave the other eight spokes in this group until last.

Step 8. Now insert spokes from outside to inside. These nine spokes radiate forward. Put the two in beside the left hand pulling spoke. Then leave every other hole around the flange. Oiling the thread and tightening the nipple until you can just see the thread.

Step 9. Insert the remaining eight spokes from inside to outside. If you had done this at Step 7. you would have had trouble manoeuvring the spokes in Step 8. Make sure you go outside two and inside one.

Step 10. Examine the wheel. Are all the spokes sloppy? Are all the spokes rubbing on another one before going into the rim? They should be. Are all the spokes done up the same amount? If they are not then it will make it that much harder to true.

Step 11. Tighten the freewheel side spokes three full turns.

This is so that the wheel will be dished that way.

Step 12. Tighten all the spokes one full turn.

Truing

Step 13. Put the wheel in the frame. If you are lucky enough to have a truing stand you can borrow then use that. Loosen the brakes off and rotate the wheel. Watch the rim to see if it bobs up and down. Don't worry too much about the side to side. Up until now each step has been a matter of this is what to do, but with truing it becomes an art, a feeling of just how tight the spokes really are. They should still be loose. (Finger tight).

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As the wheel bobs up stop it and tighten the spokes between 10-2 o'clock, about half a turn. If you notice that it wobbles (buckle to one side then give these an extra twist as you go. The bob is the hardest to get out so concentrate on that).

Step 14. Take the wheel out, turn it around and see how central it is in the brake blocks. Tighten the brakes until they start to rub. Tighten the spokes opposite the point it rubs. The two adjacent to this position should be tightened, the next two half as much, the next two half that again, depending on how big the wobble is.

Step 15. Spin the wheel, tighten the brakes until they rub. Do this a few times then repeat Step 14.

Step 16. The wheel should be reasonably tight by this stage. Take the wheel out of the frame, place it on the floor, and lean on the rim at the 9 o'clock and 3 o'clock position. This is so the spokes can untwist and allow them to sit into the hub, rim and spoke crossover positions more correctly. Move your hands to 10.30 and 4.30 then turn the rim back to 9 o'clock and 3 o'clock and lean on the rim. Repeat this 6 or 7 times until the wheel stops creaking. Turn the wheel over and do the same on that side. Turn it back over just to make sure the noises have stopped.

This is a very important step. If done properly (gently) it won't buckle the wheel. Its advantage is that your wheel will stay true, longer.

Step 17. Put the wheel back in the frame, reverse its direction from before. Then repeat Steps 14, 15 and 16 making finer and finer adjustments as you go. If you find the spokes you wish to adjust too tight (that is the spoke key rounds the corners off the nipple), then loosen it off a turn if you can dummy! If you can't, take it to your local bike shop where you can get the nipple undone and a replacement. You should consider the option in step 18. Then loosen the two spokes either side of it two turns. Then see how it looks. The art is to get the spokes evenly tight just before the nipples start to be rounded off.

Step 18. If at this point your wheel looks like a cross between an egg and a potato chip, you were obviously strong on theory but lacking in artistic ability. Never mind, all is not lost. Michelangelo or a reasonable facsimile of him can be found at your local bike shop.

Step 19. Go and buy a rim tape. This is a cloth tape; give the rubber band the flick. Before putting it on check to see if any spokes are protruding through the nipples to the point where they will puncture the tube. If there are, use a flat bastard file and file them level to the nipple. This is only normally necessary with high pressure rims. Then put on the tape, tyre and tube.

Conclusion

Step 20. If you have gone through Steps 1-19 missing out step 18 and your wheel is round and straight, congratulations you have learnt a new skill. Now you are ready to hit the road. Tell your friends, tell me, be proud of what you have achieved.

NOEL EDDINGTON

The ride of their lives

FOR some months I've noticed an increasing number of friends and acquaintances have abandoned the loneliness of long-distance jogging for bicycle riding.

The attractions of pedal-power escaped me until I spotted the latest issue of an American cycling magazine, which declares that "Cycling Gets Sexy".

After pages of photographs of taut models in skin-hugging Lycra cycling suits, the magazine quotes a survey of cyclists with the following results:

- 84 per cent think about sex while cycling.

- 68 per cent of the women, 60 per cent of the men, find cyclists more sexually attractive than non-cyclists.

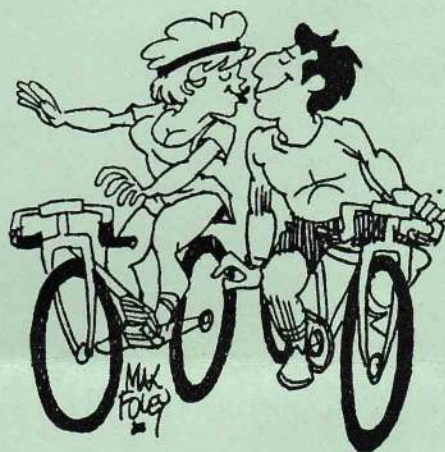
- 43 per cent have cancelled or postponed a ride to have sex.

- 28 per cent have met a sex partner through cycling.

- 14 per cent have had sex during the rest stop on a bike ride.

But just to prove cycling is not all beer and skittles there is one final line:

- 62 per cent have suffered from genital numbness after riding.



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HIGHLIGHTS OF RIDES YOU WILL WISH YOU HAD GONE ON

Brian Jahn led seventeen riders from the Causeway car park on a fine mild spring day on dual use paths, many riders using the paths for the first time, along the Swan foreshore. A good lunch was taken at the 'Junction' restaurant in Midland followed by a slower return ride.

On the same day Kleber Clauss led 18 riders on a less leisurely ride. They went up Red Hill and took the back road into Walyunga Park, then back across to Mundaring via that delightfully tree shrouded Bunning Road. Then down the hill through the back of Glen Forrest and Darlington. The early season wattle was just showing itself in some parts showing spring is almost with us.

On July 2nd Phil Giddins led eleven riders from the Causeway on a damp and overcast morning into the hills of Bickley and on to Roleystone and Canning Dam. Phil comments on some 'meek and mild' grumbling from the back ranks which ceased due to lack of breath on the hills! One K.C. was observed demonstrating his skill as an acrobat or tumbler.

Also on July 2nd Ben and Bob Stockman led six mountain bikes round and over some rocks in the Kalamunda National Park. One University bike club member was a guest and all were delighted by the views of the Helena River Pipe Head Dam shrouded in mist viewed from a goat track high above.

John Meakin took 15 cyclists, including three new riders (Dave McPherson, John Derwent and Percy Lentin) to Wooroloo on July 16th. The day was fine but cold so the hills through Darlington were a welcome warm up ready for morning tea at Chidlow. Everyone enjoyed the pretty and traffic free Old Northam Road to Wooroloo for the lunch stop. Return was via Bailup and Toodyay Roads.

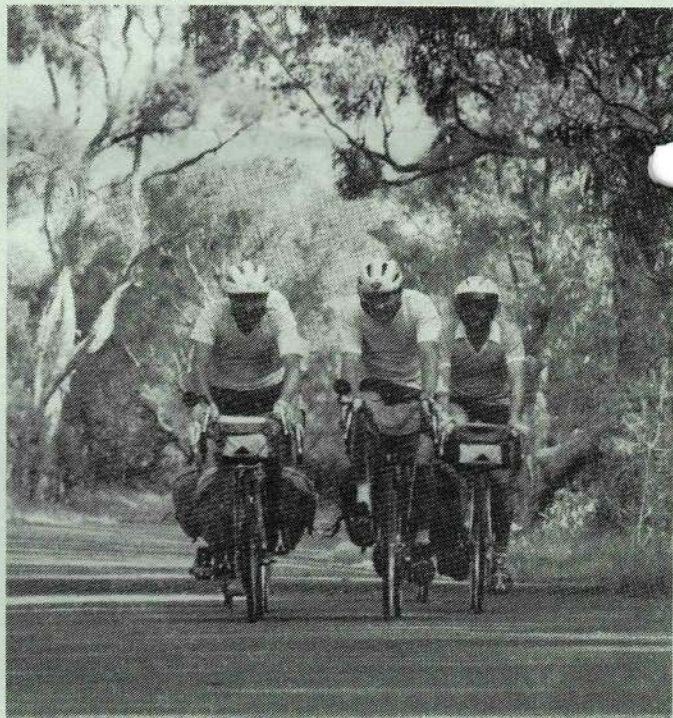
Fifteen riders left Lake Monger with Renée Smeets soon after 10 am on the same day. They followed the railway (north side) as far as possible on the journey to Fremantle where a pleasant hour was spent. Earl and Carol Nelson were welcome participants on that ride; they are in Perth for a three month stay.

What a mystery Mike Water's mystery ride turned out to be. Bob Stockman led twelve other cyclists towards the foothills of Kalamunda. A brief stop on 'Gravity Hill' was made to be perplexed by apparently freewheeling up hill! On up Kalamunda Hill and views over the city were enjoyed from Ford Road.

Morning tea was taken at the new luxurious Crystal Brook tea room where cyclists were made very welcome. The perfect weather made a delightful ride.

Aileen Martin organised the torture of Walnut Road in Bickley on July 30th. (You know, that steep one up to the Observatory). Eleven riders enjoyed the scenic Bickley Valley before seven were silly enough to compete against the watch up the hill. Aileen kindly invited all present to her home for morning tea at the end of the ride.

The 200 km achievement ride this year was meticulously organised by Neil Porteous. Twenty six riders departed Midland under leaden skies at 7 am, however there was no rain to speak of and the weather improved as the day wore on. The Audax trailer was much appreciated with hot drinks available at Hoddyswell and Keaney College. The wind freshened later and the shelter of the Chittering Valley was appreciated, a particularly pretty stretch. Twenty four riders qualified for their '200' badges, the last finishing at 5.35 pm.



A scene from the South West Tour 1988. Noel Eddington (left) Ron Bowyer and Mark Elliott cycle along a quiet back road near Mandurah. Photo courtesy of Dale Neill.

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.

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C.T.A. RIDES CALENDAR

OCT / NOV

SEPTEMBER 24 KALAMUNDA MOUNTAIN BIKE RIDE
 26KM HILLY! 9 AM
 Meet at the 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

*** ALTERNATE ***

SEPTEMBER 24 TOUR OF KALAMUNDA
 50KM EASY RIDE 9 AM
 Meet at the 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
 Meet at Stockman & Son 15 Loton Avenue, Midland at 8.30 am Saturday 30th for 9 am departure. Return via New Norcia Monday pm. See article on 'Notice Board' of August/September Newsletter.
 Organiser: John Sherwood Home: 447 8939

*** ALTERNATE ***

OCTOBER 1 HUNDRED MILE TIME TRIAL
 160 KM HARD RIDE 8 AM
 Meet at railway crossing on Watkins Road in Mundijong for an 8.30 start for an 'Imperial Century' ride organised by the 'oldies' who go faster every year.
 Organiser: Brian Hawes Home: 398 4724

OCTOBER 8 BBQ AT MUNDARING WEIR
 70 KM HILLY RIDE 9 AM
 Meet at Midland Town Hall for a ride through some of the best 'near city' wildflower country - Glen Forrest and Darlington finishing with a BBQ at Mundaring Weir - bring own food.
 Leader: Kleber Claux Home: 458 7519

OCTOBER 14/15 OPPERMAN ALL DAY TRIAL
 The Annual Opperman All Day Trial for teams of 3 to 5 machines. Route of your choice but at least 360 km. Recommended starting time 9-10 am Saturday. Finish 24 hours later at Midland Town Hall. Entries close September 12th.
 Organiser: John Martin Home: 293 8170

*** ALTERNATE ***

OCTOBER 15 CAPUCCINO AT MIDLAND MARKETS
 60 KM EASY RIDE 8 AM
 Meet at Kings Park Log for a social ride to Midland for a cup of Capuccino and watch the finish of the Opperman trial.
 Leader: Tony Willis Home: 451 8982

OCTOBER 22 PINJARRA RIDE
 140KM HARD RIDE 8 AM
 Meet at Kelmscott Railway Station at 8am for a loop to Pinjarra. Take at least two water bottles with you.
 Leader: Arie Lemson Home: 307 5820

*** ALTERNATE ***

OCTOBER 22 MOUNTAIN BIKE RIDE
 3.5 HOURS HILLY RIDE 9 AM
 Meet at the Kalamunda Library for a surprise mountain bike ride with Bob.
 Leader: Bob Stockman Home: 293 5278

OCTOBER 28 300 KM ACHIEVEMENT RIDE
 300 KM VERY HARD RIDE 2.30 AM
 Meet at Midland Town Hall at 2.30 am for a 3 am start for the annual 300. Route this year Clackline, York, Brookton, Kalamunda, Midland. Only for the very fit. Lights essential.
 Leader: David Midolo Home: 307 3804

OCTOBER 29 FAMILY FUN BIKE DAY
 3 KM VERY EASY RIDE 10 AM
 Come along with the family and meet Patrick the Unicycle (one wheel) riding clown. Take part in slow bike races, track stand and tightest turning circle events. Relays and lots more. If you ask Patrick nicely he might let you try to ride his bike. So come along and join in the fun at Melville City Council Building. Events in Booragoon Shopping Centre carpark. Bring barbeque lunch at Wireless Hill.
 Organiser: Noel Eddington Home: 293 1305

NOVEMBER 5 6 HOUR TIME TRIAL
 DISTANCE your choice HARDNESS your choice 6.30 AM
 Meet at Mundijong at 6.30 am for 7 am start for Ron's Annual
 Classic. Bookings close October 25.
 Organiser: Ron Masterman Home: 399 3071

*** ALTERNATE ***

NOVEMBER 5 KATTAMORDA MOUNTAIN BIKE RIDE
 40 KM HILLY RIDE 9 AM
 Meet at 62 Valencia Road Carmel for an exploration of the
 Kattamorda Trail. Mountain bikes only.
 Leaders: Ben and Bob Stockman Home: 293 5278

NOVEMBER 11-19 SOUTH WEST TOUR

For details phone Aileen Martin 293 8170. See separate
 brochure (this is enclosed for CTA members). Deadline is
 October 11th or as soon as the 150 places are filled. GET IN
 EARLY!!!!

*** ALTERNATE ***

NOVEMBER 12 KINGS PARK RIDE
 60 KM MODERATE RIDE 9 AM
 Meet at Kings Park Log for a tour of the park when the flowers
 are at their best and finish with a cup of coffee.
 Leader: Steve Parry Home: 328 7438

*** ALTERNATE ***

NOVEMBER 19 WITH PHIL TO MUNDIJONG AND BACK
 120 KM HARD RIDE, FLAT TERRAIN 8.30 AM
 Meet Esplanade, Fremantle (opposite Carriage Coffee Shop) for a
 hard ride to Mundijong for elevenses. Phil will ensure your
 tongue will hang out on this one.
 Leader: Phil Giddins Work: 382 2811

NOVEMBER 26 15TH ANNIVERSARY RIDE
 VARIOUS DISTANCES
 MODERATE RIDE 9.30 AM OR 10.30 AM
 A re-run of the first ever CTA ride, (See Notice Board).
 Meet 9.30 am AT:
 Midland Town Hall Leader: Aileen Martin Home: 293 8170
 Fremantle Town Hall Leader: Dennis Braddon Home: 337 9796
 Karrinyup Shopping Centre Leader: Max Talbot Home: 448 2039
 Booragoon Shopping Centre Leader: Neil Porteous Work: 425 3186
 OR
 10.30 am at Kings Park Log
 Organiser: Dale Neill Home: 447 8168

NOVEMBER 25 CTA TRAILER PAINTING DAY
 (SEE NOTICE BOARD) 8.30AM

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:	Kleber Claux	458 7519 (H)
	Noel Eddington	293 1305 (H)
	Colin Farmer	330 4441 (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.