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## Newsletter of the **CYCLE TOURING ASSOCIATION OF W.A. (INC)**

**EDITOR: Jenny Knight**

**AUGUST/SEPTEMBER 1992 No 107**

### **PRESIDENT ON PAGE ONE**

After having a discussion with a representative from the SGIC, some very interesting facts have emerged:

The increased use of bicycles on the dual use path [DUP] promotes the very real prospect of cyclists causing injury to pedestrians. The cyclist could face civil action in court if found negligent. The message here is that if you wish to go for a fast training ride, use the quiet country road, not the DUP.

With the wearing of helmets now compulsory, the attitude of the SGIC with regard third party motor vehicle insurance is as follows. If a cyclist is involved in an accident with a motor vehicle and he or she sustains head injuries, the compensation to the cyclist could be reduced if it is found that they were not wearing a helmet at the time of the accident. The SGIC representative indicated that each accident would be assessed on its own merit and that an accident where there were no head injuries, or where the non-wearing of a helmet had no bearing on the results of the injuries, then full compensation would be paid.

"The message is clear, put on head gear"

The new Challenge Series is certainly attracting record numbers of entries. The inaugural 100 mile Century ride now complete, the next event is the 200km achievement ride on August 2nd...only 40 extra kilometres! Then follows the 10000 in 8 on September 6th (sorry Simon!), to complete the Series. This should be a 'breeze' with an eight hours time limit. Don't forget, if you missed any of the previous Challenge rides, you can still be eligible for the Series badge by participating in the 'one-that-you missed-200' on October 18.

For the members who have not ventured into pannier touring, here is your opportunity to do so. At the social evening on August 7, experienced 'tourists' will be on hand to demonstrate bush cooking, correct pannier packing, bike preparation, etc. There follows an easy two day, Toodyay, "Towel, Soap, and Undies" pannier tour, with an overnight stay at the local hotel (August 22nd/23rd). Then get seriously into touring with the North Country/Moore River tour, the long weekend in September (26th to 28th). Don't forget, you can hire the CTA panniers to get a feel for it. Once you have tried it, I'm sure you will come back for more! Happy cycling,

Kleber Claux.

### **100 MILE CENTURY CHALLENGE**

I must say, I was a tad concerned when the ABC reported Karnet as having the highest rainfall over the 24hr period for Friday 12th June. A whopping 85mm, and we would be there on the 100 mile Challenge in one day's time!

Well Karnet lived up to its reputation, and all our brave participants got well and truly doused with liberal quantities of the 'wet stuff' on the way up and down Karnet hill.

Happily, thanks to an excellent map (Noel Eddington), directions format (Steve Blackbourn), and support crew (Liz Green, Paul Bonetti, Maria Antonas, Carole Czermak, Regina Buhmann, Erica Spackmann, and Faye and Lindsay), there were few problems, and all bar two [due to multiple punctures] completed the course well within time.

Casualty of the day went to Ross Cussons, who managed to dislocate a finger within 20 metres of the finish line, just to test our first aid skills - nice one Ross!

Congratulations go to:

Craig Abernethie	Steve Blackbourn	Andrew Candy
Bob Clapp	Kleber Claux	Ross Cussons
Noel Eddington	Phil Giddons	Jenny Knight
Simon Koek	Edward Kopec	Janet Lankester
David Lewis	Marian Mayes	John Meakin
Simon Moore	Mark Nilan	Chris O'Brien
Brett Rutherford	Nick Spackman	Max Talbolt
Cyril Veleff	Sharon Veleff	Alan Walton
Stan Wiechecki	Alan Williamson	Graham Wilton
Andrew Woodroffe		



Congratulations to Marian Mayes [who has got to be one of the most adventurous and gutsy people I have ever met], on her unescorted/unsupported pannier trip to Adelaide via Kalgoorlie and the Nullabor. Hopefully, Marian will regale us of her experiences in the next newsletter! WOW!!!





### JOINING FEE

Intending members should note that the joining fee of ten dollars no longer applies. The membership fees therefore stand as indicated on the membership application form.

### MEMBERS ONLY

Don't forget-for those aspiring achievers and travelling tourists out there, **members only** will be allowed to participate in Achievement/Challenge rides and tours, with the exception of the 'On Your Bike' tour.

### NEW MEMBERS

We would like to welcome the following new members to our club and hope to see them soon on some of our rides:

Andrew Scholz	Christel Bouton	Sue Jefferies
Carmel Moran	Simon Moore	Romney Phillips
Geoffrey Summers	Leanne Phillips	David Lewis
Kevin Sutton	Mary Kerr	Ray Sazanov

### INFORMAL RIDES

For those who do not wish to join the organised ride of the day but would still like company, a time and place is given for **informal** rides. It is then up to those who turn up to decide where and for how long to ride-try it!

[see rides calendar]

### MARRIAGES

Yet another successful romance from the annals of the CTA match-making service. On July 11th, 1992, Phil Mangano and Jane Bowskill tied the knot, and fled to Canberra[??] Best of luck guys, and **congratulations!**

### ENGAGEMENTS

Sue Campbell and Graeme Thomas are the latest casualties of 'LERV' to receive a hearty '**congratulations!**' on the recent announcement of their engagement. Keep an eye out for their next appearance in the marriages column!

### DEPARTURES

Finally and sadly, amidst bucket-loads of tears and truck-loads of well-wishers, our newsletter editor Liz Green has flown the coup to become our first CTA foreign correspondent in Europe. She promises to keep us up to date with the latest biking info on the 'European Circuit', so stay tuned!

See you soon, Liz!

Janet Lankester has also headed off to Europe on holiday, leaving Simon Koek to mind the cat, and keep the bed warm [on ya Simon!]. Bon Voyage!

### WORK WANTED

Are you in need of wedding invitations, graphic art work, or business cards etc? If so, contact Moira Humphry on PH: 309-1906 for all your *Calligraphy* needs.

### FOR SALE

Alpine Shogun GT, 56cm, 21 speed. Still as new. Purchased January 1992 for \$735, still under warranty and selling for \$500. Contact: Kevin Sutton 351-9071 after hours.

### FOR SALE

TRACX magnetic wind trainer, current model, mint condition. Ideal for those rainy nights! only \$250  
Contact Lorraine Price PH: 271-1540 [H]

### TOWEL, SOAP AND UNDIES TOUR AUGUST 22nd/23rd

Ever wanted to go touring, but didn't want the hassle of buying an expensive touring bike, panniers and gear? Put off by the thought of having to lug the weight of tent, sleeping bag, and cooking utensils around with you? Well, this is the tour for you!

As the name implies, this tour requires very little. Overnight we'll stay at the Freemason's Hotel in Toodyay, thus, you will only need to pack for one night. The price of \$22.00 includes a continental breakfast. Dinner is also catered for, with the hotel offering a smorgasboard on Saturday night for \$15.00.

The ride leaves Midland at 8.00am on Saturday via the beautiful Chittering Valley to Toodyay [with Devonshire tearooms excellently situated along the way for morning and afternoon tea]. Sunday will see us ride back along the Old Northam Road via Chidlow to Midland.

Both days are about 90km rides with a few hills, so a moderate degree of cycling fitness is required. The total cost is \$37.00. Places are limited, so book early. Closing date for bookings is August 8th. **Money with bookings is essential!!**

ORGANISER: Simon Koek PH: 446-1617 [H]

### NORTH COUNTRY - MOORE RIVER TOUR 26/27/28 September

Just for a change, we journey north of Perth to sample sea, surf, wildflowers [and perhaps wineries], and country-living beyond the metropolitan fringe.

The tour departs the causeway carpark at 9.00am, Saturday 26th September and heads north to Guilderton, at the mouth of the Moore River. The following evening will see us at Gingin, via a circuitous route, before meandering back to base on the Monday, via the Swan Valley. The actual route will be flexible, depending on the weather!

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## CYCLORAMA

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This is a full pannier tour. There are places to purchase provisions at our destinations, but there are no restaurants or pubs [tee hee!]. Accommodation will be at designated caravan parks.

There is provision for a possible Friday evening start at 5.30/6.00pm, overnighing at a caravan park in Gngangara, if there are sufficient numbers.

Cost will be approximately \$20.00 for two nights. Closing date is August 8th - this is school holidays so I need to confirm bookings early!

ORGANISER: Jenny Knight PH: 339-3196 [H].

### PINJARRA/MANDURAH PANNIER TOUR... A BEGINNER'S PERSPECTIVE

"Getting into touring?" I sure am, I thought. So having been assured by the tour leader, Ian Crowe, that it was going to be a flat ride at a touring pace, I figured I could cope, and booked myself in.

At great expense, I converted my racing bike into a quasi-tourer, and having fitted a new cluster, pannier racks, and a super-duper ladies Avocet gel seat, I was raring to go!

"So who else is going?" I asked Ian.

"Oh, lets see...there's Kleber, Noel, Paul, Alan, Simon, and a couple of others."

At this point I started getting a little nervous.

"Err, aren't they all the guys that did the five week New Zealand tour with you?"

"Yes, that's right", answered Ian. Now I was really nervous! Noting my apprehension, Ian assured me that this tour was going to be a gentle 'beginners' tour... and I believed him!

The tour commenced at Murdoch and the six of us set off at a comfortable pace. Forty kilometres later, I was wondering if we were ever going to stop for a break, or if Ian intended riding straight through to Serpentine. After protests from some of the other riders (I, as a newcomer, remained politely mute), Ian did advise us he intended a stop at Mundijong. "That's another fifteen kilometres", I thought. We did however survive to give the local deli one of the biggest sales of the day. We ate for fear of not getting another feed until dinner!

It was at this point that Kleber suggested perhaps cycling to Mandurah via Dwellingup. "That's hilly", I heard a seasoned tourist utter. I started to feel decidedly ill! Kleber soon had us all convinced we wanted to do the hard, hilly route rather than the scheduled easy beginners route. How did he do it? The tour had suddenly escalated into an intermediate/advanced spectacular in a matter of minutes!

Arriving at Serpentine in the early afternoon (65km), we erected our tents, had lunch at the cafe attached to the caravan park, and headed off to check out Serpentine Falls. They were great! A well-earned shower later (contrary to vicious rumours spread about my time in the ablution block), we headed into town for dinner.

Next day we were joined by four other guys, including Jim and Andrew, and peddled off via North Dandelup to Dwellingup. I won't put into print the number of adjectives I used to describe Kleber, the hills just kept coming! "Some beginners ride" I thought. Just as well I had five years cycling under my belt or I would have died! I must say though, being the only female on this trip, I was extremely well looked after by the guys. I guess they figured if they didn't take care of me, I wouldn't say good things about the tour.

Despite the hard terrain, we all rode at our own level. From memory, mine was about 8km/hr up hills, whilst Kleber tackled it at the usual 26km/hr, coaxed along by the other intending participants of some '100 mile' ride. "Practice", they later said. "Great!" I thought, "all this torture so they can have a training ride!"

By the end of the day we had clocked up 82km... not bad for a beginners tour. But wait! We still had to cycle into Mandurah for dinner - another 8km return! Groan! A total of 90km for the day.

After the best pizza and icecream cake I've eaten (the beajolais wasn't bad either), we headed back to camp for a spot of port and karaoke. Ian had managed to talk the caravan park proprietor into allowing us to use the common room for a 'bike briefing'. This Scot has definitely got the gift of the gab, as the real intention was to create our own karaoke bar.

Its amazing how much noise three singers can make, but then Kleber and Simon are rather rowdy aren't they! A few ports later, and some of the other crew started showing off their vocal chords. At this point the sound was becoming quite dreadful.

Having exhausted every song we could remember and totally destroying some of them

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in the process, the tour leader then ordered us to bed. "Why didn't he show this much strength with Kleber yesterday?" I thought.

Day three proved to be mainly flat riding, with only a few hills through Stakehill and the back streets of Jandakot. We had a short break at the Peel Estate Winery, where Noel took more cycling photos for his Bikewest project (he doesn't know yet but I'm sending him a bill for my modelling services).

I'd never been so glad to get off my bike in my life! We finally reached Melville, clocking up 88km along the way. I reminded Ian that he was very lucky that I was still talking to him and that I was glad I only chose a beginners tour and not something more ambitious! Imagine, 250km in three days at an average speed of 24km/hr - I can do anything now!!

Jokes aside, I must say it was one of the best weekends away I've had, and apart from some sore body parts, I wouldn't have missed it for the world. Great "beginner's tour" guys!

Laura Adair

## TYRES

Tyres deserve more consideration than they are often given. Being specifically designed for certain sets of conditions, we need to look at what type of tyre should be put on our bikes before a particular ride.

Perhaps the best example of choosing a tyre for the conditions which can be expected on a ride, can be seen when preparing to head off-road on a mountain bike. Here, conditions are at their extreme worst in terms of surface and are greatly affected by weather.

Most off-road surfaces ridden in WA are pea-gravel; very slippery, wet or dry. A very grippy tyre is needed for both conditions. If you're lucky enough to head down south, you'll encounter mud. This needs a tyre providing excellent traction whilst cleaning the mud off easily as you ride. Tyres ideally suited to pea-gravel are Specialised Ground Control, Panaracer Smokes and Tioga Trail Dawgs. Those best suited to the mud are the aptly named Tioga Mud Dawgs and Tioga Farmer Johns.

Traction is vital in the dirt, so the way in which the tyre is fitted is of great importance. Some tyres indicate direction of drive for maximum efficiency. If this is lacking, experiment yourself and don't be afraid to use different tyres front and back. I find that a Ground Control on the front and a Farmer John on the back works well in the mud. By adding slick tyres to your mountain bike it will zip along on the tarmac and be a very comfortable tourer.

On-road riding requires less variation in tyres, with weather conditions the only real concern. Just letting your tyres down a little will aid grip in the rain. Most road tyres are basically bald/slick, with some having a tread pattern on the top edge of the wall and edge of the main tyre surface, to aid with cornering.

Although tread patterns don't vary much on tyres designed for road bikes, their compounds do. For example, IRC triathlon tyres (Kevlar beaded) are very soft and tend to wear and get cut up very swiftly, while Continental Slides (wire beaded) are of a harder compound and thus last longer.

You'll notice I have indicated the bead of the tyres above, a wire bead tyre will be heavier than its Kevlar alternative. This is not only the case on road tyres but also on mountain bike tyres, where the weight difference can mean 200-300g lighter for a Kevlar beaded tyre.

Whether buying a new bike or just preparing for a ride, always consider the conditions you will be riding in and change your tyres accordingly. Riding the right or wrong tyre can affect your performance and enjoyment.

Lastly, don't be afraid when purchasing a new bike to ask the bike shop to change the tyres if they are not suited to the riding you intend to do. They'll be more than happy to, after all, you're buying a bike from them!

Scott Davis

## BIKEWEST

### SOME GOOD NEWS FOR PERTH CYCLISTS

Cyclists in Western Australia can expect an additional \$2.2 million to be injected into cycling facilities over the next two years. \$1.5 million of this funding is to come from the State Government's Social Advantage package. A further \$770 000 is being sought, under the Federal Black Spot Program, to improve facilities for cyclists at points where there is a high accident risk.

Planning for future facilities for cyclists are also well advanced. Michael Lynch of Murdoch University is completing a postgraduate study of the practicalities of a high-class Veloway along the Perth-Fremantle and Perth-Armadale railway lines. Michael has looked at the opportunities of using rail reserve. These are flat gradients, minimal road crossings, and the opportunity to use rail bridges to go over, or under cross roads. It is clear that the time has come for bicycle transport to have some high-class facilities, not just upgraded footpaths as has been the case up until now.

This study will compliment a parallel study being undertaken by Bikewest, which is looking at a broader vision of what facilities need to be and can be constructed in Perth, to make it a world leader in the provision of safe cycle routes.

The other news this month is that Bikewest is returning to its birthplace, Fremantle. The original idea for the establishment of a government unit responsible for encouraging cycling and reducing cycle accidents was founded by a 1984 study team, located in Fremantle. Bikewest's new address is 1st floor, suite 16, Fremantle Malls, Fremantle PH: 430 7550.



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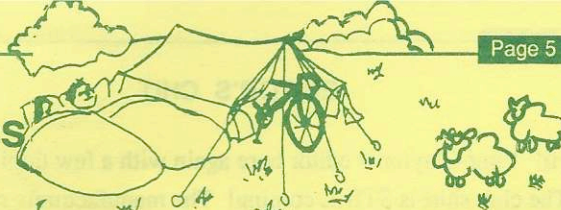
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## Touring Topics



### SO.....YOU WANT TO BUY A TENT?

With CTA members discovering the joys of touring, many like myself, are gearing up [every pun intended] for it. The type of touring you are intending to do will very much affect the equipment you require. Although touring is possible staying at hostels, on-site accommodation at caravan parks, motels, hotels etc, it can be expensive and not always available. Given these problems, many tourists will use a tent.

This then leads to the question, "Which tent?" With such a wide range available, the choice can be very difficult. I could give you my expert opinion, but I charge an awful lot, and I'm certainly not going to publish it here where I don't even get a royalty! Instead, I will mention some points I have found worth considering:

- **Vestibules**...are essential. They allow you to store your gear out of the weather but outside your dry, clean living area. They can be a place to cook out of the wind. They prevent rain from getting into your tent inner as you enter and exit.

- **Multi-Pitch**...tents are superior to the conventional method. This means that in bad weather, the fly can be erected first, then the inner can be erected underneath the fly. You can also leave fly and inner connected so that they may be erected at the same time, which is great if you're tired at the end of a long ride!

- **Tent Weight**... remember, you have to carry it, and it could be the difference between you enjoying a ride or struggling. A reasonable range to look at would be between 1.8kg and 3.6kg, depending on your size.

- **Structural Strength**...comes from the poles, fabric and design (shape). You want the tent to be able to withstand strong winds, rain, maybe even snow, yet still allow adequate ventilation. Tunnels and dome shapes are far superior to the old 'A' frame.

- **Groundsheets & Tent Floors** ... A 'tub' floor is better than having the seams around the floor edges, for obvious reasons, and don't forget to ask if the seams are sealed!

It is much better to damage a cheap groundsheet (eg \$10 black plastic), than the floor of your \$300 tent. It is also easier to pack a dirty and damp groundsheet individually, than soiling the rest of the tent with a dirty and damp tent floor.

Here are some of the terms used. Knowing them will impress tent store salespeople very much!

*Fly*- the outer fabric of the tent. Should be waterproof.

*Inner* - the fabric between the fly and the camper. Should be breathable.

*Vestibule*- the area under the fly but not inside the tent inner.

*Seam-sealed* - this is where the seams are sealed with tape during manufacture.

*Ripstop Material*- a fabric which inhibits long tears. This is achieved by incorporating a tough thread in the weave of the fabric at regular intervals. Any tears will (hopefully) stop when they reach the tough thread. Ripstop fabrics have a tell-tale checked pattern. They are generally found in the more expensive tents.

This is by no means comprehensive, and those requiring more advice should contact the Simon Koek Advisory Service.

(NB special rates for CTA members).

Simon Koek

## On The Road With Rod

A last minute mad panic to return to fitness has left me with little time to prepare my 'On the Road with Rod' column for this issue. "So why panic?" I said to myself. But what can be more important than the CTA newsletter?

The answer is supposedly the world's toughest mountain bike race:

### The Across Australia Mountain Bike Race.

On September 13, 1992, nearly forty cyclists will meet at Steep Point, the western most point of Australia, for a mountain bike race travelling in a straight line through the inland deserts and outback of Australia, to Byron Bay, the eastern most point. The event, being organised by adventurer Hans Tholstrup, has attracted some top international ultra-marathon names, including across America record-holder Elaine Mariolle.

It will not only be the competition that will make this one of the world's toughest mountain bike races. No one has ever ridden a bicycle along this route, let alone raced a bicycle across, and it is only thirty years since the route was first completed in a 4 wheel drive.

The ride covers 5250 kilometres. The first two days of the race have been limited to 240km per day. After day two, racing starts at dawn each morning, with the finishing line drawn wherever the lead rider is at approximately 5.00pm each afternoon. It is then up to the other riders to cross the finish line. The times of the riders are recorded for each day and the overall winner is the rider who gets to Byron Bay with the shortest amassed time.

Hans Tholstrup expects the field to cover the course in around 22 days, despite claims by some people that sections of the course are virtually unrideable on the nearly 4500km of off-road riding.

I have entered the event for Fleet Cycles, who are currently developing a mountain bike that hopefully will be capable of handling the rigours of the Across Australia Mountain Bike Race.

This will be reviewed in a future edition of *Australian Cyclist*.

This may be the last 'On the Road' column I ever write!

Rod Evans.



## EDITOR'S CHIT

Hi! Your Clayton's editor here again with a few tidbits.

The club shirt is STILL coming! The manufacturers ran out of material for our orders and those of others, and they assure me they will be pushing them through as soon as possible. If you are interested in owning any of this superb gear, there is an insert included for you to post to me with your order, AND MONEY! Orders will not be placed without prior payment. Please return your orders to:

CTA Club Clothing c/o 2/32 Yeovil Cres, Bicton WA 6157

Be patient - your order will take about three weeks to come through!

We'd like to try and encourage you, dear readers, to be more visible in the newsletter. One idea we'd like to get started is a classified section. This is for any club member to do a bit of self-promotion free of charge. You may make wedding cakes, or rebuild broken brick letterboxes, you may be a photographer in your spare time, or be self-employed. If so this is your chance to exploit your talents. This is hoped to become a regular feature of page 2, and as you can see, we've already had our first taker. So, lets hear from you! [NB Brevity is next to godliness!]

We'd also like to encourage readers to air viewpoints, interesting thoughts, mindless meanderings etc on paper. It may be something you've just learnt that others may be unaware of - if it was useful for you its guaranteed to be so for others. For example, once you've landed on your helmet in an accident, the compression of the polystyrene renders it useless to protect your head a second time, and you are wise to purchase another! Again, brevity will get you everywhere!

Lastly, don't forget the raffle! Tickets are only \$1.00 from any committee member for a chance at that \$500 1st prize.

Ciao!

## LETTERS TO THE EDITOR

Dear Ed,

As the leader of a recent Sunday ride through the hills, I was asked why I would want to spend my weekend cycling through the same area in which I work. There were two reasons, the first simple. The hills environment at this time of year is a delight to see and I wanted to be able to share that experience with members who most likely spend their week on the flats.

With the second there was a hidden motive. Nothing sinister like making them grunt a bit tackling some of the back roads of Darlington, but something else - and it paid off! We had just passed a particular steep pinch in Darlington, when one of Steve Blackbourns' cranks fell off. I don't really know why he bothered to stop. Steve is big and strong enough to have pushed the distance with one leg, but stop he did. Fortunately, this was almost at the door of a work colleague of mine, who just happened to be home. Very helpful as always, Andrew produced a socket-set and made good the repair.

At our coffee stop in Mundaring, it was generally agreed that Christel's saddle was too high and should be lowered. In effecting this the clamp bolt snapped. Not only did the seat sag to the bar, so did Christel's jaw when a helpful cyclist said "It wont go down any further, you should be able to finish the ride!" Once again, within 200m I had another contact who provided me with a selection of nuts and bolts to fix the seat in place.

You may well ask me, without knowing if Craig would be with us and the complete set of tools he normally carries, why I chose to ride through my work environment!

Roy Sonneman.

CHRISTMAS  
AT ROTTO

Having been 'elected' to scribe a few words about our weekend at Rottnest, I feel a bit like Snoopy from the comic strip Peanuts; perched on top of my kennel seeking heavenly inspiration.



"The day dawned bright and clear with a forecast of 25 ." That may well have been in Broome but at Rottnest it rained most of the time and the rest of the time it came down in buckets. However, the company was good, the beds were comfortable (beats camping), and the meals were great.

Those of us who came over on Friday were able to choose between the two cottages. Some did not want to make an early decision until Regina had chosen her bed. She had let it be known earlier that she liked to take at least 20 minutes in the shower, and with only one bathroom, it had the potential to slow things down a bit. She had also stated that she didn't like anyone sleeping on top of her. Not, we were assured, that she expected any difficulty in breathing, but she feared the top bunk collapsing... a likely story!

Just in passing, I said I snored. You should have seen the look on Stan's face, as he had already made his bed in the same room. I can honestly say I've never ever heard a thing, and it sure prevents overcrowding!

Steve Blackbourn had planned the weekend, also inviting members of the 'Young Trust' [part of the National Trust] to join in the activities. The main event, held on Saturday, commenced after the stragglers had arrived on the 10.30am ferry. If they thought the seas would abate from those on Friday they were wrong. A sorry sight they all were as they were helped, pale and green from the boat.

Steve, with help from Jenny, had planned a rally around the island. At each bay or road junction, a question sheet had to be answered. 'How many planks in the jetty' at one of the bays etc...sure was no way you could cheat as you had to be at the spot to try and find the clue. I don't know how they were able to work out from the sodden sheets of paper who had won but no one seemed to mind. [Editor's note: the rally was won by Mark and Sheila from the Young Trust!] I couldn't help being amused that evening, when I overheard one tourist telling another, how he had seen our group riding to the west end in the teeming rain. "They were all grinning," he said, he couldn't understand it. Not hard to understand at all! When riding into 100km/hr head winds it's impossible to keep the mouth closed because of the tremendous forces blasting one's face. The corners of one's mouth tend to be dragged back in a grimacing smile!

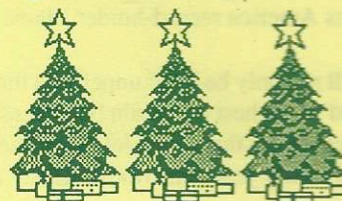
That evening, Christmas presents were given out, the general theme to be associated with cycling. Everything from museli bars, cycling magazines, spanners, to one recipient who received a small packet of recycled rubber 'goods'. Malvern Star used to boast of turning miles into smiles but this product guaranteed 3000 miles. I couldn't see it myself, the rubber was far too thin for patches!

The evening wound to a close with a murder night.

The trip home wasn't too bad, we had a bit of a tail wind and a bit of a side swell. It was much smoother than I had expected.

There were 22 who had participated in the weekend, and although the weather wasn't the best, everything went off well. Thanks Steve, we look forward to another!

'Snoopy' [Roy Sonneman]





# Rides Calendar — August/September Newsletter 1992

For any cyclist coming on a ride for the first time, and for those who just forget, you will need to bring a spare tube, puncture repair kit, tyre levers, pump and a spanner [to fit the axle nuts if your bike is not fitted with quick release hubs]. Most importantly, bring water!

## AUGUST 2 200km Achievement/Challenge Ride

200km, Hilly terrain, hard ride. Meet at the Midland Town Hall at 6.30am for a 7.00am SHARP start. Ride along the demanding but very 'pretty' Toodyay-Bindoon course. Maximum time allowed is 12 hours. Lights, reflective vests, anklets, or pedal reflectors are essential. MEMBERS ONLY. Participants should possess the 100mile Century Challenge award or equivalent ability.

ORGANISER: Kleber Claux PH: 458-7519 [H]

## AUGUST 2 Informal Ride

Meet at the Causeway Carpark for an 8.00am start.

See page 2 for details.

## AUGUST 7 Touring Information Night

Friday Social Evening at Murdoch University, 7.00pm start. Enter campus off South Street and follow the CTA signs [carpark No.3]. Tonight will be a touring information night - a must for intending participants of future pannier tours. There will be discussion on a wide range of topics and practical touring tips, including bush cooking. Hosted by experienced(?) 'tourists', a must for potential cycle terrorists!

## AUGUST 9 100% Descent

25km, Hard ride, hilly terrain, 8.30am start, ATB BIKES ONLY. Meet at Kalamunda Library carpark for a rollercoaster ride of gut-busting ups and gut-wrenching downs in the hills.

LEADER: Scott Davis PH: 459-0432 [H]

## AUGUST 9 Mahogany and Munchies

60km, Hilly terrain, moderate pace, 8.00am start. Meet at Midland Town Hall for a hilly ride through Greenmount, Swan View, and John Forest National Park, stopping at Mahogany Inn for a devonshire tea.

LEADER: Stan Wiechecki PH: 448-2335 [H]

## AUGUST 16 Araluen Ride

40km, Easy pace, mostly flat terrain, 9.00am start. Meet at Kelmscott railway station for an easy paced ride to Araluen. Only one hill guaranteed, or your money back. Cost - free!

LEADER: Arie Lemson PH: 307-5820 [H]

## AUGUST 16 5000 in 4

80km, Hard ride, hilly terrain, 9.00am start. Meet at Kelmscott railway station for a 'suitable' ride for intending participants of the 10 000 in 8. All appropriate fit-crazies can try this too!

LEADER: Rory Murray PH: 398-7086 [H]

## AUGUST 16 Audax 300km Wheatbelt Ride

Moderate Terrain. Meet at Midland Town Hall at 6.30am for a 7.00am start. The course is Midland-Clackline-Grass Valley-Toodyay-Midland. Lights and reflective vests are essential. Entries close August 9th.

ORGANISER: Andrew Oakley PH: 295-1016 [H]

## AUGUST 22 Toodyay Towel, Soap, and Undies Tour

See page 2 for details.

ORGANISER: Simon Koek PH: 446-1617 [H]

## AUGUST 23 Yanchep Bash

130km, Fast pace, mostly flat terrain, 8.00am start. Meet at the Causeway carpark for a fast ride to Yanchep via the coast to Yanchep National Park and back.

LEADER: Graeme Burton PH: 450-3885 [H]

## AUGUST 30 Populaire 100

100km, Moderate/hilly terrain. Meet opposite the shops in Chidlow at 8.30am for a 9.00am start. The course is Chidlow-Toodyay-Chidlow.

ORGANISER: John Martin PH: 293-8170

## AUGUST 30 Armadale to Midland Foothills

50km, Moderate pace, moderate terrain, 8.30am start. Meet at the Armadale Railway Station for a meander to Midland, missing as many highways and hills as possible. The ride finishes at Midland station, so doing some 'training' is recommended.

LEADER: Andrew Woodroffe PH: 384-8469

## AUGUST 30 The Canning for Coffee

45km, Easy pace, flat terrain, 9.30am start. Meet at the causeway carpark for a ride along the picturesque Canning river for coffee before returning to base.

LEADER: Noel Eddington PH: 293-1305 [H]

## AUGUST 30 Audax 200km Darling Range Ride

200km, Moderate/hilly terrain. Meet at 41 Woodbine Rd at 6.30am for a 7.00am start. The course is Pickering Brook-Chidlow-Toodyay-Chidlow-Pickering Brook. Lights and reflective vests are essential. Entries close August 23rd.

ORGANISER: John Martin PH: 293-8170

## SEPTEMBER 4th Wine and Cheese Night

Friday social evening at Murdoch Uni, 7.00pm start. Enter campus off South St and follow the CTA signs [carpark No.3]. Tonight, sit and relax over wine and cheese, while we are entertained by Colin and Barbara Farmer. They will be sharing with us their experiences of the Paris-Brest-Paris Audax Randonnee [1200km] and their European Tour of 1991.

## SEPTEMBER 5 Carbohydrate Loading Night

20m, Own pace, 7.45pm start. Meet outside Riverton Sizzler at 7.45pm for an 8.00pm table. Be prepared to eat enough for the '10 000 in 8' on the next day - just make sure you can fit through the doorway when you leave!

ORGANISER: Graeme Burton PH: 450-3885 [H]

## SEPTEMBER 6 10 000 in 8

110km, Your own pace, extra hard, hilly terrain. Meet at Kelmscott Railway station at 8.00am for an 8.30am start. This year's hardest ride which requires you to climb 10 000 feet of hills in less than 8 hours. MEMBERS ONLY. Participants must give Simon Koek

## CYCLE TOURING ASSOCIATION OF W.A. (Inc) MEMBERSHIP APPLICATION

Membership fees are due on the 1st of January

FEES: ADULT \$20 FAMILY \$26 CLUB \$37 JUNIOR \$12 PENSIONER \$12 STUDENT \$12

*I/We wish to become members of the C.T.A. and agree to abide by the Constitution of the Association*

*I accept that the wearing of helmets is compulsory for all official rides*

GIVEN NAMES .....

I ENCLOSE CHEQUE/MONEY ORDER FOR \$ .....

SURNAME .....

ADDRESS .....

SIGNED/DATE .....

SUBURB .....

PHONE [H] ( ) .....

POSTCODE .....

PHONE [W] ( ) .....



heaps, as it will be his birthday on this auspicious ride!

ORGANISER: Simon Koek PH: 446-1617 [H]

## SEPTEMBER 6

### Ride and Roll

50km, easy pace, mostly flat terrain, 8.30am start. Meet at King's Park log [on Fraser Ave], for a ride to Fremantle to try rollerblading and a cappuccino.

LEADER: Phil Torkildsen PH: 388-2532 [H]

## SEPTEMBER 10

### The River by Moonlight

[NOTE THURSDAY NIGHT]

35km, Moderate pace, flat terrain, 7.30pm start. Meet at UWA carpark [near the UWA boatsheds] for an exhilarating ride, mostly on cycleways, over 4 bridges, with a stop at Deepwater Point for a halfway kilojoule top up. Lights, anklets and reflective vests essential.

LEADER: Andrew Woodroffe PH: 384-8469 [H]

## SEPTEMBER 12/13

### 'One Night' ATB Camp

30km per day, hilly terrain, 9.00am start. Meet at 125 Kalamunda Rd [Noel Eddington's house, with parking available], for an overnight ATB ride in the Mundaring area. As the route is secluded, bring camping equipment and provisions for the two days and 'One Night'.

LEADER: Stan Wiechecki PH: 448-2335 [H]

## SEPTEMBER 12/13

### Audax 600km Wattle Tour

600km, Flat, hilly terrain. Meet at Kelmscott railway station at 5.30am for a 6.00am start. The course is Kelmscott - Busselton - Lewana Park - Lowden - Harvey - Kelmscott. Lights and reflective vests are essential. Entries close September 5th.

ORGANISER: Brett Rutherford PH: 339-7059

## SEPTEMBER 13

### Loch McNess Ride

100km, Moderate pace, mostly flat terrain, 9.00am start. Meet at BP Karrinyup service station [beach side] for a ride up to Yanchep via the Old Yanchep Rd. Please bring lunch, as catering facilities are limited.

LEADER: John Sherwood PH: 447-8939 [H]

## SEPTEMBER 20

### Harvey Estuary

180km, Fast pace, almost flat terrain, 7.00am start. Meet at the Carriage Coffee Shop, Fremantle (opposite Esplanade Hotel), for a ride via Mandurah, Harvey Estuary, Pinjarra and back to Fremantle. Note: there's only one hill on this course and its DOWNhill!

LEADER: Phil Giddons PH: 384-6895 [H]

## SEPTEMBER 20

### Ride to the Rock

100km, Moderate pace, mostly hilly terrain, 8.30am start. Meet at Amcap Park (171 Welshpool Rd) for a ride to Boulder Rock. 100km Achievement/Challenge badge required or similar ability preferred.

LEADER: Craig Abernethie PH: 361-7064 [H]

## SEPTEMBER 26/27/28

### North Country Tour

See page 2 for details.

ORGANISER: Jenny Knight PH: 339-3196 [H]

## SEPTEMBER 27

### Informal Ride

Meet at the Causeway carpark for an 8.30am start.

See page 2 for details.

## SEPTEMBER 27

### Audax 200km Escarpment Ride

200km, Hilly terrain. Meet at Kelmscott railway station at 6.30am for a 7.00am start. The course is Kelmscott - Jarrahdale - Mundaring - Gidgeganup. Lights and reflective vests are essential.

Entries close September 20th.

LEADER: Brian Hawes PH: 398-4724 [H]

## OCTOBER 2

### Barbeque and Raffle Draw

Friday social evening at Murdoch Uni, 7.00pm start. Enter campus off South St and follow CTA signs (carpark No.3). Tonight is the one you've been waiting for: our usual social night PLUS a barbeque, PLUS the BIG raffle draw! Make sure you buy a few tickets available from any committee member to have a chance to win! 1st PRIZE - voucher to the value of \$500  
2nd PRIZE - voucher to the value of \$240  
3rd PRIZE - voucher to the value of \$120 } See you there don't miss out!

## OCTOBER 4

### The 'Cape Ability' Ride

35km, Easy pace, flat terrain, 8.30am start. Meet at carpark No.3 at Murdoch University (off South St and follow the CTA signs), for a social ride, including a devonshire tea. Participants of the 'On Your Bike WA, Tour des Capes' are especially welcome. BYO water bottle and bike.

ORGANISER: Ross Cussons PH: 317-2588 [H]

## OCTOBER 4

### Foothills Ride

35km Easy/moderate pace, flat/hilly terrain, 9.30am start. Meet at Gosnells railway station on Wheatley St for a ride to Kelmscott, Armadale, Churchman's Brook Reservoir and Seraglio Park, where we will be stopping for a devonshire tea.

LEADER: Sue Bailey PH: 398-1653 [H]

## OCTOBER 10/11

### Opperman 24 hour Trial

Note Saturday start. 24hr time trial for teams of three to five bicycles. Set your own route and distance. It must cover at least 360km. Start time 9.00am Saturday, finish at 9.00am Sunday morning at Midland Town Hall. Lights and reflective vests are essential.

ORGANISER: Colin Farmer PH: 330-4441 [H]

## OCTOBER 11

### Mt Gungin and/or Bust

40km, Hard pace, hard terrain, 8.00am start, ATB bikes only. Meet at the Kalamunda Library carpark for an all day ride to Mt Gungin via Bickley and Kattamorda, returning along the Bibulman Track. Bring sufficient food and water for this hard, all day ride.

LEADER: Scott Davis PH: 459-0432 [H]

## OCTOBER 11

### Beaumaris Barbie

70km, Moderate pace, mostly flat terrain, 8.30am start. Meet at King's Park log (on Fraser Ave) for a ride through the northern suburbs to a barbeque in Beaumaris. BYO everything, but transport for food will be available.

LEADER: Tony Humphry PH: 309-1906 [H]

Typesetting: Steve Blackburn

Printing: Terrace Print

## C.T.A. COMMITTEE – 1992

PRESIDENT: Kleber Claux	458-7519 (H)	EDITOR: Jenny Knight / Liz Green	339-3196 (H)
VICE-PRESIDENT: Steve Blackburn	339-3203 (H)	RIDES CO-ORDINATOR: Simon Koek	446-1617 (H)
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CORRESPONDENCE TO P.O. Box 174 WEMBLEY 6014

FOR MEMBERSHIP DETAILS CONTACT THE TREASURER





Cycle Touring Association of WA

# ORDER FORM

Clothing in club designer colours (Blue/Gold/Red)

Clothing Type	Size required	Unit Cost	Number required	Total Cost
Short sleeve jersey (Dupont Coolmax)		\$47.00		\$
Long sleeve jersey (Dupont Coolmax)		\$50.00		\$
Skinsuit with Italian synthetic chamois		\$84.00		\$
Knicks (8-panel) with Italian synthetic chamois		\$42.00		\$
Knicks (bib-type) with Italian synthetic chamois		\$50.00		\$
Helmet cover - lycra		\$12.00		\$
Tights (no chamois insert)		\$36.00		\$
Training jacket - standard		\$52.00		\$
Training jacket - Thermomax®		\$70.00		\$
Windcheater - CTA print as for jerseys		\$22.00		\$
T-shirt - CTA print as for jerseys		\$16.50		\$
Arm warmers - lycra		\$12.00		\$
Arm warmers - thermal		\$14.00		\$
Leg warmers - lycra		\$24.00		\$
Leg warmers - thermal		\$26.00		\$

Note: Chest Size

cm	inch	size
85	34	XS
90	36	S
95	38	M
100	40	L
105	42	XL
110	44	XXL

Knicks size

XS
S
M
L
XL
XXL

Add handling fee \$5.00

*please enclose payment with order to any CTA Committee member.*

TOTAL

\$

Name: .....

Address: .....

..... Post Code: