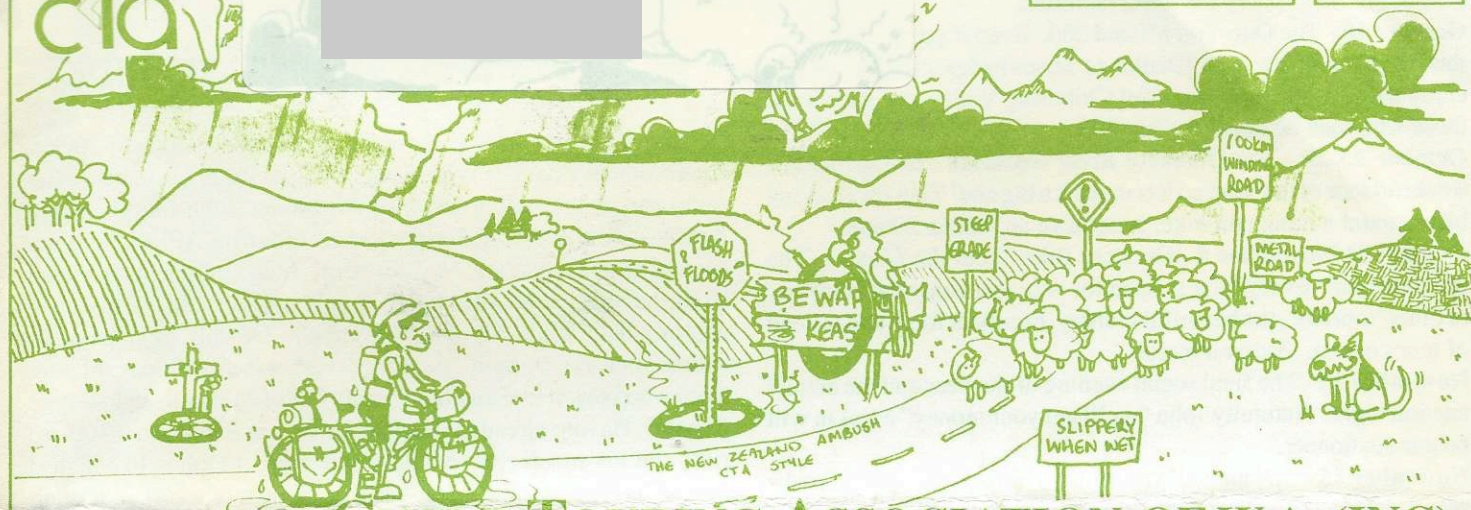


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Newsletter of the **CYCLE TOURING ASSOCIATION OF W.A. (INC)**

EDITOR: Jenny Knight

OCTOBER/NOVEMBER 1992 No 108

ANNUAL GENERAL MEETING

Sunday December 13

Murdoch University, South St, Murdoch
Morning tea 10.00am, meeting 10.30am

AGENDA

- Minutes of 1991 AGM
- Reports from President, Treasurer, Rides Coordinator, Social Secretary, Newsletter Editor, Tour des Capes 1992 Sub-committee.
- Best Newsletter Article for the year.
- Cycle Tourist of the Year Award
- Ride of the Year
- Notice of Motion "That it will be a requirement that all club members must wear an approved helmet on all official C.T.A. rides".
- Election of Office Bearers for 1993
- General Business

CYCLE TOURIST OF THE YEAR AWARD

Nominations are called for the Cycle Tourist of the Year 1992. The award is made by the Association to the member who, in the opinion of the membership, has contributed most to cycle touring and the CTA throughout the year, whilst setting the highest standards in terms of ability and attitude towards fellow cyclists. Past recipients cannot be re-nominated. Record your vote at the AGM or by mailing the name of your nominee to us if you are unlikely to attend. Address: CTA of WA Inc. PO Box 174 Wembley, 6014.

Previous recipients of the award are:

1978 Nicole Harrison	1985 Bob Stockman
1979 Wayne Lally	1986 Ron Bowyer
1980 Neil Porteous	1987 John Sherwood
1981 Mark Bettell	1988 Martin Bunny
1982 Dale Neill	1989 Kleber Claux
1983 John Martin	1990 Arie Lemson
1984 Ian Hore	1991 Brett Rutherford

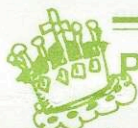
RIDE OF THE YEAR

This is something new this year. We would like you, the members to vote for your favourite ride, tour, weekend away. We would like to award the leader of the event with a token of our appreciation for their efforts, and to make sure that we include it again in next year's rides calendar.

ELECTION OF COMMITTEE MEMBERS FOR 1993

Nominations for Honorary President, Honorary Vice-President, Honorary Secretary, Honorary Treasurer, and four committee members should be received by the Honorary Secretary up to and on the day of the Annual General Meeting. All nominations shall have a proposer and seconder, and shall be announced at the Annual General Meeting. Nominees, proposers and seconders shall be voting members of the Association.

NOTE: for the convenience of both the members and Committee the membership fees for 92/93 can be paid at the AGM.



PRESIDENT ON PAGE ONE

I was relieved to hear that John Waters of Mount Cycles, and one of the strong supporters of the CTA., had fully recovered from an operation recently. As down-to-earth son, Mike, put it, "The plumbing to Dad's old pump was blocked and they shoved a pipe cleaner down and now he's right as rain". I know I can speak for all the members in wishing John many more years of cycling.

One of the often overlooked parts of the bicycle is the good old, never-gives-trouble frame. Be warned, Scott Davis, of ATB aluminum-framed Canondale fame, recently found a bad structural crack requiring the frame to be replaced under warranty. Anyone who has tried to keep up with Scott on the downhill would understand the danger that could have existed if this had not been noticed early. Even an old, steady cyclist like myself though, can have problems. To find the chain stay tube near the rear drop-out on my road bike to be 80% cracked through after completing the 5000 in 4 a few hours before, was a worry! The moral of the story is - check your frame regularly!

continued page 2

continued from page 1

What a fabulous smorgasbord of rides and functions are available over the next couple of months...

October 2 - the social evening sees the draw of our raffle, combined with a BBQ. Please note: **BYO everything!** Meat, salads, utensils are not provided...only the BBQ facilities!

October 18 - The One You Missed 200. Even if you are not using this ride to complete your Challenge Series badge, come along and enjoy a ride around the beautiful Chittering Valley and encourage those who may be doing the big 200.

October 23/25 - The Donnelly River weekend. This is the last weekend tour of the year, so lets make it a big one! Tour on a touring bike, mount a mountain bike, or achieve an Audax 200km.

October 31/November 8 - On Your Bike "Tour des Capes". The ultimate tour! Everything is done for you, just enjoy the company of other 'tourists', the beautiful scenery, excellent food, and the end of tour concert. See you there!

November 13 - The final social evening of the year and the annual auction night. Naturally John "we'll get your money" Meakin will be our auctioneer.

November 15 - The annual Armadale to Pinjarra, combined clubs ride. Let us make this day the ride of the year with a big membership turn-out. All the other clubs have been invited, and there are rides to suit everybody. Family and friends are welcome to join us for a BBQ at Pinjarra. Happy cycling!

Kleber Claux.

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:

Jenny Davis	Kevin De Bruin	Patrick Trappitt
Sonya Bishop	Beverley Morris	Adrian Ward
Terry George	Raeline George	

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!

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.

200km

ACHIEVEMENT/CHALLENGE RIDE

Despite the usual rain and cold and hills and exhaustion, the 200km Achievement/Challenge ride went off without a hitch, thanks in no small part to the support crew of Aileen and John Martin, Maria Antonas, Paul Bonetti, George Lee and Marion Affleck, and not forgetting our organiser, Mr President! Magic moments included Craig having yet another bit (was it a pedal?) fall off his bike, appropriately while riding up Red Hill! He still completed the course after some minor(?) repairs. There was also the case of poor Ross who blew a tyre and tube barely out of Midland, and without a spare! Having already completed a 300km (and even a 400km ride, and his superachiever all but sewn up, it looked like he had blown his chances on a lesser distance. What a relief when Kleber, tail-ending, produced a spare from his tool kit. And then there was the editor and maker-of-the-map who led poor John Meakin up the garden path and down a gravel road with an incorrect turn she had assured him was the right one! Thank god for George, who came to our rescue and pointed us in the right direction. I owe you one John!

Everyone appeared to survive the ordeal without too much suffering, some even managing to squeeze in the odd Devonshire tea along the way. Who said "the 200" isn't fun!

Congratulations go to:

Craig Abernethie	Bruce Anstie	Steve Blackburn
Peter Bombadieri	Andrew Candy	Ross Cussons
Kleber Claux	Noel Eddington	Lin Hambelton
Jenny Knight	Simon Koek	Warwick Lang
Marian Mayes	John Meakin	Mark Nilan
Chris O'Brien	Steve Peters	Brett Rutherford
Nick Spackman	Cyril Veleff	Sharon Veleff

300km

ACHIEVEMENT/AUDAX RIDE

Congratulations to the following courageous souls, who braved Arctic conditions recently in the quest of their Super Achiever, completing their 300km Achievement ride in stylish times, albeit with the loss of a bit of skin in one case!

Lin Hambelton Chris O'Brien Nick Spackman

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DONNELLY RIVER WEEKEND

OCTOBER 23/24/25

This is an invitation to come and sample the delights of our southwest Karri forrests.

Established in the late 1940's, the timber mill at Donnelly River was closed in 1978. The old mill is the last example of a steam driven timber mill in W.A. and is to be restored as a static display of timber processing.

The area around Donnelly has an abundance of scenic and historic attractions; the Cascades, the Four Aces, One Tree Bridge, Beedelup Falls, the Bibulmun Track, museums at Bridgetown, Manjimup, and Pemberton...and this is just the tip of the iceberg. The mill cottages have open fires, a fully-equipped kitchen and sleep eight people. You will need to bring your own linen and sleeping bag.

There are opportunities to participate in day tours, M.T.B. rides, a challenging 200km Audax ride, or perhaps just a stroll in the forest. There is also a restaurant which will be open on Saturday evening.

All this can be yours for \$22 per person or \$170 for a cottage. The cottages are also available Sunday night at no extra cost. If there is sufficient demand, John Martin will bring his bus and the CTA trailer. Departure will be at 6.00pm from 41 Woodbine Road, Pickering Brook. Bookings close October 17th. *Note: Friday night departure.*

ORGANISER: Brett Rutherford PH: 339-7059.

THE ANNUAL ARMADALE TO PINJARRA RIDE NOVEMBER 15

This is a combined clubs ride with the Over 55 Cycling Club, Cycling for Pleasure, Action Outdoors, and the Cycle Touring Association.

There is a choice of three rides which will all finish at the Premier Hotel, corner of Williams Road and the South Western Highway, Pinjarra, by the banks of the Murray River. You will be able to relax and socialise with a BBQ lunch on the grassed picnic area in the grounds of the hotel. Get all your non-cycling friends and relatives to drive down to meet us! Transport will be available to carry the BBQ goodies to Pinjarra.

RIDE 1: 70km, moderate pace, flat terrain, 8.00am start. Meet at Armadale Railway Station for a quiet ride along country roads to Pinjarra. The Martin's bus and CTA trailer will be available to take up to 15 persons and bikes back to Armadale. Cost of bus and bike transport \$5.00. Bookings close November 8.

RIDE 2: 75km, easy pace, flat terrain, 10.00am start. Meet outside the Tavern at Serpentine and join up with the riders from Armadale on the way to Pinjarra, returning to Serpentine after lunch.

RIDE 3: 130km, fast pace, flat terrain, 8.30am start. Meet at Armadale railway station for a ride along quiet country roads to Pinjarra, and after the BBQ, return to Armadale via the South Western Highway.

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

10 000 in 8 ACHIEVEMENT/CHALLENGE RIDE

Well that wasn't so bad! Fine weather and gentle breezes, though it always managed to rain on the big downhill, enough to freeze susceptible parts of the anatomy off. And what of Patterson Road? I don't know what they were all going on about. It seemed every man and his dog managed to make it that Sunday. Highlight of the ride was the necessary stop at the 35km mark, coincidentally at the Waterwheel Tearooms. Oh! Those vanilla slices!

Congratulations go to:

Craig Abernethie	Steve Blackburn	Graeme Burton	Andrew Candy
Kleber Claux	Ross Cussons	Noel Eddington	Lin Hamblen
Jenny Knight	Simon Koek	David Lewis	Marian Mayes
John Meakin	Simon Moore	Mark Nilan	Chris O'Brien
Brett Rutherford	Nick Spackman	Cyril Veleff	Alan Walton
Adrian Ward	Alan Williamson	Graham Wilton	

and thanks to Simon Koek who was such a good sport about having the event on his BIRTHDAY!

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THE 'One You Missed' CYCLE CHALLENGE OCTOBER 18

For those who have missed one of the qualifying events for the Challenge Series, there is still an opportunity to gain the award. Listed below are the number of circuits required to gain that missing badge.

Badge	Circuits	Time Limit
50km	1	2.5 hours
100km	2	5.0 hours
200km/100mile	4	12.0 hours

Participants MUST advise the organiser (Graeme Burton, telephone 450-3885 (H)) of the ride they intend to attempt *before* October 11th. Start time is 7:00am for the 200km event, with start times for shorter rides arranged with Graeme. All club members are welcome to come along just for the heck of it to support these devotees... and perhaps enjoy a Devonshire tea or two in the charming Chittering Valley.

PROPOSED SOUTH-WEST TOUR

Dear Rides Coordinator,

I would like to go ahead with the leadership of a tour of the South-west, covering at least nine days. The tour would begin in Margaret River around the full moon of March 1993.

This will be a real 'back-to-nature' tour, taking in the back roads, water-holes, swimming spots and out of the way places in this region, with the occasional foray into towns for necessities.

It would be a full pannier tour, probably no back-up, possibly no strict day-to-day route but go when we feel like it, stop and explore as the mood takes us. Put it to the club. See you soon,

Brian Gale

N.B. Anyone who is interested in the proposed tour can either express their interest direct to Brian Gale, c/o 25 Georgette Dve, Margaret River W.A, 6285, or contact the Committee for more details.

EDITOR'S CHIT

THE CLUB SHIRT IS HERE!

Believe it or not, because I was certainly beginning to wonder, we have some sample shirts hot off the printer's press. Club social evenings and official rides are the best places to catch a glimpse of these up-market garments, and they certainly stand out! The only catch is that the original prices quoted on the insert in the last newsletter are **WRONG!** The club needs to recoup the money it spent on the purchase of transfers of the design, and this will add a further \$7.00 to the price of most garments. Check the new price list quoted. You will still find this is very reasonable for the quality of garment. For those who have already sent me money and orders, I will contact you to see if you are happy to pay the extra cost and hope I haven't caused too much inconvenience!

Don't forget the On Your Bike 'Tour des Capes coming up in November. I can highly recommend these tours, as I first started

cycling by going on the original, inaugural South-West Tour in 1989, and I haven't missed one since!

I've never had such a relaxing, and uproarious time in such a few days, and have made some terrific friends along the way, that also keep coming back for more. I think that for a novice, you couldn't get a more encouraging and helpful support crew, especially Ron Bowyer, and Aileen Martin, who were my first contacts on the tour, and whose friendliness sold me on the idea of going. So don't miss out, you'd be mad if you did! Take care,

Editor



PROLOGUE - Marion Mayes, mild-mannered veterinarian, mother wife, and SUPERWOMAN spent her three week June vacation riding from Perth to Adelaide - an extraordinary feat considering she had never crossed the Nullabor before, had no back-up, and was alone. Total distance of her journey was 2840km. Below are some extracts from her diary...

"I'm not quite sure when the idea to ride to Adelaide took root in my mind, but after doing my homework, it seemed quite feasible to me. Not many people agreed with me.

I had originally planned to do the trip in April but circumstance forced me to postpone it until June. Although I planned to stay in motels each night, I carried complete camping equipment in case I couldn't achieve the planned distances each day.

DAY 1 Sat 19th June 1992 (WELLARD-CUNDERDIN 195km)
I set out at 5.50am on my heavily laden bike. I was carrying two rear panniers, two front low-rider panniers, and a bag on the front bars. The tent, spare tyre and raincoat were on the back rack.

It rained steadily for most of that day and by the time I made my first stop in Mundaring, I was soaked. I had only intended going as far as Northam on the first day, but it was only 2.00pm when I arrived so I decided to go on. It is the first time I have ever passed through Northam without getting a speeding ticket.

The countryside changed after Northam and became open farming land with very few hills. There were lots of galahs and other parrots. I checked into a motel at Cunderdin just after 6.00pm.

DAY 2 Sunday (CUNDERDIN-SOUTHERN CROSS 216km)
The day started with a puncture but once on the road I made good time for the first 46km, where I had breakfast at Kellerberrin and purchased sandwiches for the rest of the day. The rest of the day was slower, as it was more hilly and by the time it was dark I had still 50km to go.

My only really frightening experience of the trip happened on this stretch. A couple of young lads in a car had spoken to me earlier and had passed me a couple of times since. I saw car headlights approaching and then the car suddenly stopped. With spinning wheels it backed off the road and turned off its lights. I had no choice other than to go on, but as I approached, the lights came on again...



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and I could see it was a police car.

I arrived in Southern Cross about 8.10pm and was too tired to go and look for a meal as the dining room had already shut. I made do with soup and dried biscuits.

DAY 3 Monday (SOUTHERN CROSS-COOLGARDIE 161km)

I left at 6.30am on a foggy, bitterly cold day. I was carrying 5 litres of water, as I believed there were no roadhouses but 33km out of town I came to the Yellowdine Roadhouse where I had a good breakfast. Now the fog had lifted and it was a beautiful, sunny day with no wind.

The countryside was changing to low scrub with a few straggly trees. There were not as many parrots but lots of other birds. It was frustrating trying to identify them without binoculars and a field guide.

My mind seemed to be totally occupied with 'pain' today. I kept trying to ponder other subjects such as 'compassion' and 'sol-vency' but they all seemed to lead back to 'PAIN' in an endless feedback loop.

When darkness fell, I still had 55km to go. After about 1½ hrs of darkness it became apparent that the 6 volt battery powering my lights was fading fast. I had recharged it the previous night and it had functioned well in previous trials. At this point I tried my standby Cateye headlight and found that it didn't work at all. I was soon left in total darkness and could only just make out the white line at the edge of the road. At the speed I was now forced to travel, it would take another 4 hours to reach Coolgardie, so I decided to ask for a lift at the roadhouse 5km ahead. Fortunately, this was accomplished without any difficulty, and I was soon in a motel, having travelled in comfort for the last 30km.

DAY 4 Tuesday (COOLGARDIE-KALGOORLIE-KAMBALDA 100km)

During the night I decided that I would have to make a detour into Kalgoorlie to a bike shop as I still had a lot of night riding ahead and I needed reliable lights.

I set off early into a cold headwind and arrived in Kalgoorlie by 9.30am. I left the bike at a shop to have a dynapower fitted and went for a walk to do some shopping. The walk did my tired muscles good, and I felt much better by the time I left at midday. Leaving Kalgoorlie was not easy, as someone had apparently gone berserk with a shotgun and killed a man, then barricaded himself in a public building. Many of the streets were blocked off by police cars. I finally found a way out of town and had a very pleasant ride to Kambalda. It was a beautiful, sunny day, though still very cold.

DAY 5 Wednesday (KAMBALDA-NORSEMAN 147km)

There was a lot of cloud early in the day, but this soon cleared and it was another perfect day. It was very pretty country with low scrub, patchy trees and lots of birds. There were gently undulating hills with lots of flat stretches and no major 'mountains'. The day became quite hot and I stripped to shorts and shirt and became a little sunburnt.

I arrived in Norseman about 5.00pm and found a supermarket, as I knew food would be harder to get from here on.

I met a young American who said he was riding a bike and pulling a trailer and I talked to him for a while. He had ridden up from Esperance and was heading in the same direction as me. He was planning to camp at night and not do more than 100-130km a day.

DAY 6 Thursday (NORSEMAN-BALLADONIA 195km)

I set out at 5.45am. I was carrying 6½ litres of water for this stretch. It was very cold and the forecast was for rain. It began raining about 10.00am and didn't stop for the rest of the day. Once again the people at the motel lied to me! They told me it was flat but it was actually very hilly.

I stopped to talk to two policeman and two other men. The policeman took great delight in telling me that there were more hills ahead, particularly near Madura. The other two men were roller skating from Sydney to Perth via Ayer's Rock to raise money for muscular dystrophy. One was driving a car and the other had a small scooter-like machine that pulled him along.

The rain was relentless and so were the hills. The last 25km were ridden in darkness. I was numb with cold when I finally arrived in Balladonia.

DAY 7 Friday (BALLADONIA-CAIGUNA 185km)

It was cold and dark when I left but when the sun came up there were patches of blue sky, although still a lot of black clouds, and wind.

The country was very different on this section. The road was flat and I could see for miles and miles. The scrub was low with very few trees and very little traffic. I was disappointed that I had still not seen any wildlife except birds.

The wind died off and there was no rain. I passed three points where there were water tanks but I had been warned beforehand not to rely on them as they were often vandalised or empty. I also passed several emergency telephones.

I reached Caiguna about 5.00pm. I was able to purchase a smaller, more detailed map than the one I had been using and discovered that the section I did today included the longest section of straight sealed road in the world (145km).

DAY 8 Saturday (CAIGUNA-MADURA 160km)

Over breakfast I had an interesting conversation with a young man who rehabilitates injured Raptors and releases them near orchards to help control the small bird problems. A bird buster no less!

I set off towards Cocklebidy with a moderate headwind. It was a beautiful, sunny day and my sunburnt face and chapped lips were now becoming a serious problem. I had been trying unsuccessfully for several days to buy some sunscreen and chapstick.

Once again I was fascinated by the birdlife. I saw some plovers and some wedgetail eagles. I regretted that I didn't have the time to visit the Eyre bird observatory.

I was pulled up by the police about 25km out of Madura. They asked to see my passport. They seemed quite happy when I told them I was from Perth.

It was quite dark when I came through Madura 'pass' and began what was probably a spectacular downhill run into Madura.

To be continued



THE LEUWANA PARK EXPERIENCE

The story so far...commuter and road-machine rider Andrew W has only recently bought an MTB. He has ridden it but once off the bitumen, on a gentle meander along the Avon the week before. He wants so desperately to cut loose and give it stick with a bike that isn't scared of tiny pot-holes or railway lines, with a bike that chews up muddy embankments and EATS cattle grids.

He did not care about waiting an hour or two for the bus to pick him up from Armadale station that Friday night. He did not care about the numerous stops on the way down and the very late arrival. He did not even care that he had a very nice sleeping bag, very light, very compact, very expensive and still in the top of his wardrobe. All he had brought was a silk inner liner for that very cold night. No, he did not care because he had brought his mountain bike and such things do not worry Mountain Men!

SATURDAY

Ten o'clock start for the mountain bike riders. It was damp and cold. Ideal mountain bike weather. Scott led the way up a nice big hill into the surrounding pines as the drizzle got heavier. In the group that made it to the top of that 'slight' incline were Scott (fearless leader with

shocks), Noel (fearless co-leader without shocks), me (inexperienced and raring to go), One-night Stan (please everybody watch as I fall off again), Kleber (president or something), and John Martin. Well, we spent the next hour or so just simply playing in the dirt, getting seriously muddy. Scrambling up slippery inclines, hurtling down descents and bunny-hopping anything and everything we could find. We finished with an adrenalin-pumping downhill run on a steep, grassy slope, before impersonating tractors up a steep embankment near the huts, and having lunch. Every body else had hit the road to Nannup for lunch in the Coffee Craft Shop and then continued to the Farmhouse Kitchen for afternoon tea.

Noel knew of a dam somewhere and we decided to spend the afternoon looking for it. Scott decided we should start by pushing our bikes uphill; a nice, big steep one. It took us about a week to get up, later, going down it took Scott and Noel (Cannondale riders are not brain dead, just a little daring!) just over 2½ minutes to descend. We continued on old logging roads and trails. One track disappeared into a billabong. One long descent track was well overgrown. We rode through regardless, thorny bushes flaying fingers and legs alike. Ouch! We pushed our bikes straight through the bush twice and actually found the dam. I was impressed. The route back was a bit more direct, with more thrilling descents. To say I was in control belting down some of those hills is, I freely confess, a gross exaggeration, but as I did not come off, can I really say I was trying hard enough? For me, the rest of the weekend was low key, I simply wallowed in the euphoric afterglow of the dirt biking. I was well and truly buggered. Tea was memorable by the extremely generous quantities of food people had brought. Nice pasta, thank you to the Lemsons! In the evening we played cards, read MTB mags, argued, drank port, ate chocolate.

SUNDAY

We all rode to Balingup with the weather having finally cleared up. A mild affair for the MTBers. We did try the gutter (where we belong?), and anything else we could find but it was not really rough enough...maybe if we had 20mm high pressure tyres for the unsealed section, eh Tony? At the Old Bakery Tearooms we had delicious apple pies, Devonshire teas, cappuccinos, hot chocolate-the usual glutinous pig-out.

As the Golden Valley Aboretum was close, we all decided to ride over and get our bikes plastered with sheep shit for that authentic country look. Oh, and we also saw the nice oaks and other exotic trees there. We then got back on the bus for the long ride home. Thanks must go to Noel for organising the weekend, to John Martin for the bus and trailer, and to the couple who lent me a spare sleeping bag - life savers!

Andrew Woodroffe

TOURING TOPICS

"ZEN and the art of PANNIER PACKING"

All cycle tourists eventually evolve a system, however unsystematic, for packing their own panniers. The evolutionary process will inevitably involve trial and error and various degrees of frustration and anguish, often felt most keenly when wobbling along for ninety kilometres on a badly balanced machine or wretchedly digging for a waterproof in a sudden downpour.

While recognising that there are an infinite number of ways to efficiently pack panniers, each of us have different priorities as to what is essential. Here are a few tips I have learned along the way:

Tents placed on top of panniers allow closing of the liner bag underneath when they are wet, but still allow them to be enclosed

in the liner bag for protection when dry.

Thermal mats are more easily packed if folded lengthwise before rolling them up and contained in a suitably sized stuff-sack.

A document/passport wallet will fit the clear map pouch on the bar bag and can easily be seen to be safe.

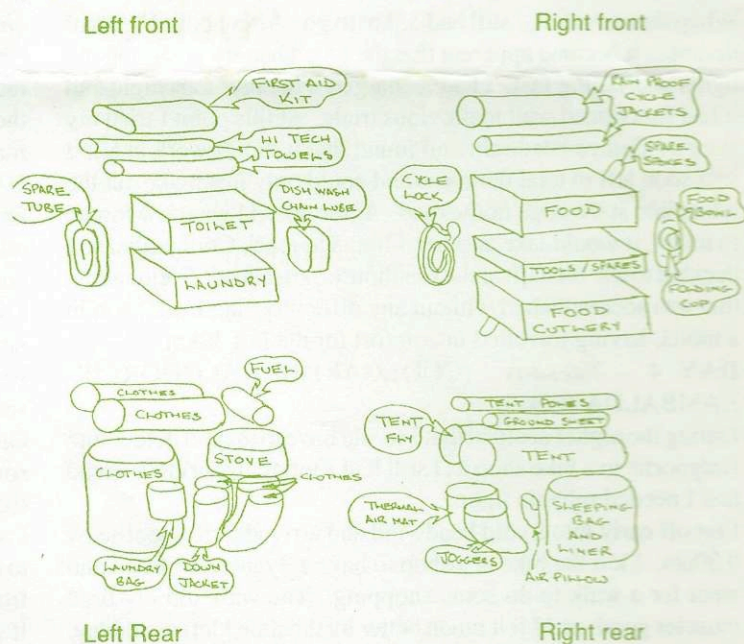
Storage of waterproof jackets on top of the front right pannier allows quick access while still being able to support the bike from falling. (This may have to be reversed for left hand people)

Plastic lunch boxes with hinged lids are perfect for organising groups of small items, for example toilet requirements. These are stackable, quite durable, waterproof and can even be colour coded to assist location of their contents.

Clothes stored in separate stuff sacks and loaded vertically allow individual items to be removed/ replaced in the pannier without disturbing the other packed items.

An extra stuff sack makes a useful laundry bag for soiled clothing until wash day.

A quick sketch showing where various items have been placed inside the panniers can be useful as a memory jogger, as below.



I hope that some of these ideas which have evolved over the last few years of 'touring' are helpful to you.

Ian Crowe.

TECHNICAL TOPICS – Take a seat!

A tender tooshie is one of the most common complaints amongst cyclists. The nerves in this highly sensitive area become compressed because they are close to the surface and the body weight presses them against the pelvic bones. The condition of many of our roads doesn't help, but even the constant vibration of smooth bitumen can be painful over long distances. This is because the rider's weight is pressing down upon a relatively hard, narrow object – the saddle! The most familiar problem during long rides is 'saddle sores' caused by simple friction abrasion. The obvious cure is to stay off the bike until the soreness has disappeared. Unfortunately, there is still the very real risk of local infections from both abrasions and also irritation to the hair shafts in this area. For males it gets even scarier with neuritis (nerve irritation), urethritis (inflammation of the urinary passage), and temporary erectile impotence (wilted willie) frequently reported. There have also been literature reports on problems with sperm viability in men involved with both professional and recreational cycling. For the female, the main problem seems to be an increased risk of urethritis. As always, prevention is the best management for these conditions and a correctly set up bike may prevent the occurrence of a painful interlude.

The first thing to check is the saddle's tilt and height. For males the top of the saddle should be horizontal or tilted up slightly – not too much, though, or excessive pressure is applied to the nerves in the crotch. For females the saddle should be level or very slightly forward. If the saddle points down there is a tendency to slide off the seat which puts more weight and stress on the hands, arms and shoulders. A change in the tilt of 1 or 2 degrees may relieve 'long standing' pain. When the pain returns, another shift of the angle may give relief. Changing saddle tilt is like squirming in your chair at the pictures – the shifting of the weight is a way of providing relief for the nerves.

Unfortunately, there are as many theories on saddle height as there are hills on a CTA ride. The most common mathematical formula is based upon the distance from the centre of the bottom bracket to the top of the saddle, measured to where you sit - not to the back of the seat. This should be:

$$(BB \text{ to TOS}) = 0.883 \times [\text{inseam length}]$$

which is measured, without shoes, from the floor to the crotch. This

seat height assumes the soles of your cycling shoes are about 12mm thick (including cleat). Add several millimetres to the saddle height if you use clipless pedals. The point to aim for is a position in which your knees are only *slightly* bent at the bottom of each pedal stroke. If your saddle height is way out from these recommendations, do not make any drastic changes - adjustments should involve only 1-2mm changes at any one time. Get used to each alteration before attempting the next change in height.

The fore/aft position of the saddle should be governed by KOPS, or "knee over pedal spindle". A plumb line dropped from the bony protrusion below the kneecap should bisect the axle of the forward pedal when seated comfortably with the cranks horizontal. It sounds complicated but is really very easy to measure with assistance from a fellow cyclist. A good idea is to move the seat further towards the handlebar since this shifts the body weight to a wider part of the saddle. The next issue of the newsletter will continue with width variation, padding, knicks and sexual discrimination of saddles.

Steve Blackburn

Rides Calendar

October/November Newsletter 1992

For any cyclist coming on a ride for the first time, it would be wise to start with an 'Easy' ride. If you are unsure of your suitability for a particular ride, please telephone the Ride Leader. You will need to wear a helmet and 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!

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 Gunglin 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 Gunglin 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]

OCTOBER 18

The One You Missed 200km

See page 4

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

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] ()

OCTOBER 23/24/25**Donnelly River Weekend**

See page 3

ORGANISER: Brett Rutherford PH: 339-7059 [H]

OCTOBER 24**Audax 200km Randonee**

200km hilly ride, 7.00am start. Meet outside the Donnelly River general store at 6.30am. The course is Donnelly-Nannup-Pemberton-Manjimup-Donnelly. Lights and reflective vests are essential. Entries close October 17th.

ORGANISER: Brett Rutherford PH: 339-7059 [H].

OCTOBER 25**Weired (sic) Pastry**

80km Touring Pace, Hilly Terrain, 8:00am start. Start at the Causeway carpark for a ride to the Gooseberry Hill Patisserie, Mundaring Weir, then back to the Causeway.

LEADER: Peter Bombadieri PH: 362-4135

OCTOBER 31/NOVEMBER 8**Tour des Capes**

A fully supported "On Your Bike" 9 day extravaganza. Telephone for further information on this *faaantassstic* tour!

ORGANISER: Steve Blackbourn PH: 339-3203 [H]

NOVEMBER 1**Twin Peaks Revisited**

80km Moderate/Fast Pace, Hilly Terrain, 8:30am start. Meet at Midland Town Hall for a ride you'll never forget! Climb Red Hill, whiz past the weir and struggle back home.

ORGANISER: Andrew Candy PH: 334-6281 [H].

NOVEMBER 7**Audax 400km Randonee**

400km flat/hilly ride, 6.00am start. Meet at the Midland Town Hall at 5.30am. The course is Midland-Bindoon-Bolgart-Northam-Midland. Lights and reflective vests are essential. Entries close October 31st.

ORGANISER: Brian Hawes PH: 398-4724 [H].

NOVEMBER 8**Three Dams by ATB**

40km, Hard Ride, Very Hilly Terrain, 7:30am Start ATB bikes ONLY.. Meet at 7:30am at Churchman Brook Reservoir, (Soldiers Rd) for a ride taking in the Canning and Wungong Dams via some mountainously steep ups and down. Bring enough food and water for this all day ride.

LEADER: Scott Davis PH: 459-0432 (H)

NOVEMBER 8**Informal Ride**

Meet at the Causeway carpark at 8:30am. See page 2.

NOVEMBER 13**Bits and Bikes Auction Night**

Friday social evening at Murdoch University, 7.00pm start. Enter campus off South St, and follow the CTA signs (carpark No. 3). Tonight is our club auction night, so bring in all your unused or unwanted bike bits and some cash and pick up a bargain or two!

NOVEMBER 15**The Armadale to Pinjarra Ride**

See PAGE 3

ORGANISER: Kleber Claux PH: 458-7519 (H)

NOVEMBER 22**Martin's Breakfast Ride I**

40km, Moderate Pace, Reasonably Hilly Terrain, 8:00am Start. Meet at Kalamunda Library for a ride to the Martin's for breakfast. The ride should just sharpen your appetite for delicious porridge, cereal, toast and jam.

LEADER: John Martin PH: 293-8170 (H)

NOVEMBER 22**Martin's Breakfast Ride II**

Don't Miss Out on the Martin's, 70km, Moderate Pace, Hilly Terrain, 7:00am Start. Meet at the Causeway Carpark for a ride to the Martin's in Pickering Brook for breakfast. This may be the first time Simon actually LEADS the ride, as if he's at the back, he may miss out on breakfast!

LEADER: Simon Koek PH: 271-2959 (H)

NOVEMBER 29**M.T.B. A.B.C**

ATB ride; 9.00am start. Meet at Mundaring Hotel [not the weir], for a not-too-fast, not too technical, not too hilly mountain bike ride. Never been off road? Then this is the one to try! If the weather is fine, bring your bathers.

LEADER: Brett Rutherford PH: 339-7059 [H].

NOVEMBER 29**A Day Around York**

45km, Moderate/Easy Pace, Mostly Flat Terrain, 8:00am Start.

Meet at Midland Town Hall for a bus ride to Clackline for morning tea. Cycle along quiet country roads to York for sight-seeing and lunch, before an afternoon tea atop Mt Brown and a bus ride back to Midland. Total cost of transport and morning/afternoon teas is \$12.00. Maximum number is 16, and bookings are essential.

LEADER: John Martin PH: 293-8170 (H)

DECEMBER..

No social evening.

DECEMBER 6**The Ice Breaker**

60km, Moderate Touring Pace, Flat/Wet/Moderate Terrain, 9:00am start. Meet at the Causeway Carpark and come for a training ride past Murdoch and the lakes to partake in a cuppa at Fremantle, before trying out your new season swim gear at Port Beach. After CPR a pleasant ride back to Perth will take in the scenery of Kings Park.

LEADER: Steve Blackbourn PH: 339-3203 (H)

DECEMBER 6**Orchards and Oranges**

85km, Moderate Pace, Moderate/Hilly Terrain, 8:00am Start. Meet at Midland Town Hall for a scenic ride through the escarpment, stopping at Kalamunda for some refreshments, then returning to Midland.

LEADER: Chris O'Brien PH: 271-2761 (H)

DECEMBER 13**CTA AGM Ride**

40km, Easy Pace, Flat Terrain, 8:30am Start. Meet at the Causeway Carpark for an easy ride to Murdoch for morning tea and the Annual General Meeting.

LEADER: Simon Koek PH: 271-2959 (H)

Typesetting: Steve Blackbourn

Printing: Terrace Print

C.T.A. COMMITTEE – 1992

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VICE-PRESIDENT: Steve Blackbourn	339-3203 (H)	RIDES CO-ORDINATOR: Simon Koek	271-2959 (H)
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FOR MEMBERSHIP DETAILS CONTACT THE TREASURER