

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

Volume 119

August/September, 1994

EDITOR: Roger Stevenson

PRESIDENT ON PAGE ONE

We are now over the half-way mark and heading for longer, warmer days. They certainly cannot come soon enough for me or my bikes! There is something depressing about cycling to work in the dark and after a full day at work, having to combat the traffic in the harsh glare of headlights. My enjoyment level on the bike seems to exponentially increase with the level of UV radiation on the skin – does anyone have a fitting for a sun lamp to be attached to the handlebars?

I must admit that we have been lucky on some rides, and the magic ride to HMAS Orion was one of them. This was probably the best attended ride of the year with over 100 wheels spinning their way from Fremantle to Stirling Naval Base. Although we did not get to see inside the boat (it's OK to call a submarine a boat - just don't call the larger ships that!) the tour of the Island and 20m deep sauna, as

well as the hospitality shown by the Senior Sailors Mess more than made up for it. Robert Zwickelberg provided running commentary and Dave Phillips, one of the new geriatrics, provided entertainment and ration packs. Worried that 5000 Calories per person may not have been enough, Dave proceeded to share his huge birthday cake. Unfortunately, fire regulations would not allow them to put all the candles on the huge slab - but that did not stop us singing Happy Birthday before doing what cyclists do best. All this and brilliant sunshine made this day one to remember on those dark nights on the way home from work. Thank you Stan for all your efforts on our behalf!

An added benefit of the Naval Base tour was on the ride back to Mark and Sue's place we rode seven abreast and against the flow of traffic – lucky for us the new Freeway hadn't been opened yet! The opportunity to see the new extension was too much for us and it was a most exhilarating ride before reality in the form of Rowley Road brought us back to earth. It's a pity that the cyclepath doesn't engender the same endorphin rush – not one of the planners better design moves unfortunately!

Those members that read the West Australian will probably have seen an anti-bike article by Edmond La Vertu which suggested that bikes should be banned from roads during peak hours (since they are already banned from public transport during these times, it makes

it somewhat difficult to see how this will work). Unfortunately Mr La Vertu may have a point about some cyclists causing more than their share of problems to motorists – just as there are a minority of motorists who abuse and endanger other road users, including cyclists. The thing that really upsets me is the failure to communicate and educate people like Mr La Vertu and errant cyclists as to the multiple benefits for people to share the roads and to use bicycles as a mode of transport and a means of recreation. Members of the CTA can help by being educational rather than confrontational when on the receiving end of abuse from those who have not yet seen the light. I know it's not easy, but it is in your own interests!

A ride that was probably not seen as magic by many of the participants was the 100 mile Challenge ride which was held on July 10 of this year. The weather was probably not seen as the ideal but at least it didn't hail (that much anyway), and there wasn't any attacks by wild pigs this year! Unfortunately Craig and Nat decided to take a more scenic route and ended up in Kwinana – mainly because Nat didn't want to get his map wet! Better luck next time guys.

100MILE CENTURY CHALLENGE

JULY 10, 1994

Congratulations on the following who raced in to finish 160km:

Amanda Annells	Jose Arregui	Jenny Baily
Steve Blackburn	Dennis Braddon	Andrew Candy
Graham Campbell-Thomas		Don Caplin
Gregory Clements	Frank Culverwell	Mark Elliott
Phil Giddens	Jenny Knight	Simon Koek
David Lewis	Peter Lundy	John Meakin
Sue 'Oppie' Nilan	Debbie Selfe	Roger Stevenson
Barrie Thomsett	David Uren	Stan Wiechecki
Ann Wilson		

That's all from me for now - take care on the roads and I hope to see you on the 200km. Until then,

Cheers!

Steve Blackburn



MEMBERSHIP FEES

Just a reminder that at the last Annual General Meeting held on 12 December 1993 fees (full year) were set for membership as follows:

1. Family membership \$45.00 (an increase of \$5.00).
2. Individual membership \$25.00 (unchanged from last year).

N.B. Existing memberships not paid until after March, attracted a late fee of \$5.00.

The CTA is a non-Government organisation relying on membership fees, donations and volunteer labour to achieve our aims and objectives. These monies help to provide each member with six Newsletters per year, a social evening venue and tea and coffee making facilities, weekend trips and tours "at cost", a library, an indemnity to cover property to name a few of the obvious benefits.

Unfortunately to keep our bank balance in the black and to continue to provide the same service, there has been a necessary rise in the cost of family membership (one or two adults and their dependants) \$22.50. Costs of membership for adults - \$12.50 and students/pensioners \$7.50 for the remainder of the year. Note, there will be only one Newsletter per issue per family membership.

There will also be a charge for Achievement/Challenge badges of \$5.00 commencing with the first Achievement/Challenge ride of 50km in 1994. Members still participate in these events for free but will be required to pay for their badges if they want them.

MEMBERSHIP PARTICULARS

All members are asked to confirm their current address and phone numbers with Committee members. Of recent months a number of members have advised that they did not get Newsletters. In the majority of cases it appears that current addresses have not been supplied and unfortunately the CTA Committee is not "psychic" in this area.

NEW MEMBERS

A hearty welcome is extended to the new members who have joined since the production of the last Newsletter.

Barbara Bruce	Katherine Cheng	Michael Cramb
Cal Cramb	Janet Deverill	David Johnson
Ross Petrie	Mariola Stanczak	

Hope to see you "on your bike" on one of the announced rides in this calendar..

INFORMAL RIDES

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

AUDAX AUSTRALIA

Audax is an international long distance cycling club. The first club originated in France in 1904. The name is a loose translation from the latin and means "courage". All rides are non-competitive and conducted over specified routes and distances within set time periods.

At the successful completion of each event the rider is eligible for a certificate and medallion. Rides range from 50km to 1500km in length and are open to all CTA members, though membership of Audax Australia Club is encouraged if you envisage participating regularly. Thereby you are able to gain the very generous personal injury and income protection cover afforded from such membership.

PLEASE NOTE - Notification of participation is required at least one week prior to the event and there is a cost to enter dependent on the distance to be travelled. Further information and a program of events is available by contacting Mr Don Briggs on 458-8175(H) or checking the Events Calendar.

SOCIAL EVENINGS

These are usually held on the first Friday of each month and the current venue is the Ernest Johnson Oval Guide and Scout Hall. Turn right off South Terrace into Fortune Street, then right again into Pilgrim Street in South Perth. Ample parking is available. For further details contact the Social Secretary, Simon Koek on 271-2959 (H).

ACHIEVEMENT/CHALLENGE SERIES

For those who are not "in the know" both "Series" are designed to push your cycle abilities and stamina forward in a graduated, supported and rewarded way. Both Series consist of set rides, with increasing levels of difficulty, spread over a ten month period.

In order to make the Series truly challenging all rides have a time limit associated with them. Completing the distance within the required time will make you eligible for a cloth badge (note payment this year of \$5.00 per badge) and completion of either Series will see you rewarded with an award at the Annual General Meeting in December (no charge for this badge! - so why not try for a freebie?)

Please note, you can only nominate for ONE of the Series Awards not both; but you can change your mind along the way if you find you are fitter than you think and would like to try the more difficult Super Achiever Series.

For this year the CTA is running a combined 300km Achiever ride in association with Audax club calendar so this should be an exciting event and all aspiring distance riders are encouraged to join in.

CTA LIBRARY

For new members and those of us who did not know the CTA has a small library of books and magazines relating to all facets of cycling and cycle touring. These are available for all members to borrow or just read at each of the social evenings. The books may be only borrowed for 4 weeks by contacting your Social Secretary, Simon Koek on the night.

Contributions to the library would be greatly appreciated so do dispose of any cycling literature which you feel may be relevant. We also propose to expand the library from time to time from club funds, and new titles will critiqued in the Newsletter. Because some of our books have not been returned on time we have a new CTA policy that will be invoked for offenders:

"For him that stealeth a book from this library, let it change into a serpent in his hand and rend him. Let him be struck by palsy and all his members be blasted. Let him languish in pain, crying aloud for mercy, and let there be no surcease for his agony until he sink to dissolution. Let bookworms gnaw his entrails in token of the worm that dieth not and when at last he goeth to final punishment let the flames of Hell consume him for ever and aye". (From the Monastery of San Pedro, Barcelona)

CLUB SHIRTS

An increasing number of members, splendid in blue, red and yellow club clothing, are appearing on club rides. These garments are cheap by comparison with those available in the shops and are easily visible on the roads. They are on display at each social evening courtesy of Warwick Lang our club administrator and vendeur. We would love to have more members in our colours. It is a great advertisement for the club.

EXCEED SPORTS NUTRITION PRODUCTS

The following products are available to club members at reduced costs and can be ordered by contacting Warwick Lang PH: 337-2681(H). Payment prior to ordering of the goods is required.

Fluid & Energy Replacement, 600g tin

Fluid & Energy Replacement, 1.5kg pack

High Carbohydrate Source, 512g

FOR SALE/WANTED

Members can place advertisements under this heading free of charge and may include anything cycling related including even "Arnold Schwarzenegger" male riders for feminine cyclists wishing companionship.

For Sale

★ White 'Veloce' cycle helmet, medium size with extra pads. As new condition/never used - \$20.00 ONO. Phone 382-3089(H).

★ Touring bike (21.5inch). Claud Butler - English hand built frame with Reynolds 531 tubing, rear rack and gel seat. Well maintained and value at \$600. Contact Jenny on 368-1993(H).

✓ Zorba suspension forks, elastic polymers. \$400.
Contact Andrew on 367-4759(H).

Wanted

★ Cycling Companion/Tutor(?)! Cowardly cyclist/'kerbside crawler' (female, 30yo) seeks someone to translate theory into practice. I've read all the books, now I need some real-life practice and tips before I attempt even the 'easy' rides. Resemblance to Arnie S. is Not Required, but a SOH and patience are!

No financial gain, but trips to cafe's are planned (so you get your fill of caffeine/chocolate-free). Wembley/West Leederville/Subiaco area. Phone Katherine Cheng on 382-3089(H). No jokers, please! If you have any queries, please feel free to contact me. I am not at work on Mondays or Wednesdays.

LUNDY'S LUNGE - UPDATE

The sub-committee of avid tourists has plotted a rough route around the Clare and Barossa Valleys (purely for the cycling of course!) and the York Peninsula for a 2 week South Australian tour planned

April 1995. We are still waiting for some information about potential routes from the South Australian Touring Cyclists Association, and also hoping that some of their members will join us on this tour. A very rough route map has also been drawn up for the 4 week Tasmania tour of 1996.

Both of these tours will be fully self contained pannier tours, sleeping in tents and the occasional Youth Hostel. If you are interested in finding out further details, please contact one of the

names below.

On the local scene, there are 2 weekend pannier tours in the current Rides Calendar. Yalgorup is on the 10-11th September and Blinkbonny is on the 1-3rd October. Check the Rides Calendar for further details. ...PL

Committee: Peter Lundy PH 247-1625; Stan Wiechecki PH 448-2335; Tony Humphreys PH 447-9014; Jenny Knight PH 339-3196.

LETTER TO THE EDITOR

I am writing to urge my fellow CTA members to support the current move to get logging out of old growth forests. One of the delights of touring on or off the road, is riding through our glorious forests. The gentler pace allows greater appreciation of the majesty and beauty of the big trees, and on occasion, the wildlife.

In stark contrast, clearfelled areas and even regrowth, with unnaturally dense thickets of thin saplings do more than just spoil a ride. No one takes photos of fat tree stumps and skinny saplings. Some of us are well travelled and realise too well how precious our old growth forests are becoming for simply tourist value alone. As cycling is such a 'green' way of getting about, not a small number of CTA people are opposed to the logging for purely ecological reasons as well.

Jobs and timber can both be provided by the alternatives to deforestation; plantations, agroforestry, tree cropping etc. Old growth forest cannot be regrown - it is irreplaceable and there is so little of it left.

As an organisation based on touring and an appreciation of the outdoors, we should strongly support the push to protect the high conservation value forests. If people are willing to help could they please contact me on 367-4759 and discuss what we can do.

Andrew Woodroffe

ARMADALE TO PINJARRA RIDE SEPTEMBER 25

This is a combined club's ride with the Over 55 Cycling Club, Cycling 4 Pleasure, Action Outdoors, and the CTA There is a choice of 3 rides which will finish at the Premier Hotel, corner of Williams Road and South West Hwy, Pinjarra, for a BBQ lunch.

Ride 1: 70km, moderate pace, flat terrain, 8.00am start. Meet at Armadale Railway Station for a quiet ride to Pinjarra.

Ride 2: 75km, easy pace, flat terrain, 10.00am start. Meet outside the tavern at Serpentine and join up with the Ride 1 cyclists.

Ride 3: 130km, fast pace, flat terrain, 8.30am start. Meet at Armadale Railway Station for a quick ride to Pinjarra and return after BBQ. Note: there is no organised transport this year, so arrange if needed.

Organiser: Steve Blackburn Ph: 313-2814

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Historical Notes

"The Early Bird Competition"

(How many of our current members are aware of the fact that the CTA used to run Time Trials in its programme and that these were in fact very popular and undertaken in a spirit of enthusiastic, friendly rivalry between Club members? The following extracts are 'lifted' from an early edition).

"There were four categories of rider (Open, Veterans, Ladies and Juniors). Each finisher in each event received 10 points, meaning that a rider finishing all four events received a maximum of 40 points. Place points were also awarded. First place received 10 points, second place 9 points, third place 8 points and so on down to 10th place (1 point). Winners of categories also received points to the value of 3, 2 and 1 for 1st, 2nd and 3rd places. Using a different format for each event, the rides were designed mainly to encourage an increase in personal fitness and to provide some light-hearted competition in which personal achievement had priority over who actually won each event.

The first event, a 3.5 km individual time trial, was won by Club member Geoff Dwyer, who overcame blustery wind conditions to fly around the course at an average speed of just over 25mph. This earned appreciative comments from spectators and competitors alike.

Two Sundays later, riders faced the time keeper for the second event, a 12km individual Time Trial straight out along the West Coast Highway from Scarborough to Mullaloo. Weather conditions were again fine but the hoped for tail wind of the previous weeks fizzled out, leaving the riders with fairly neutral wind conditions. Late starters perhaps benefited just slightly with the beginning of a sea breeze.

It was soon obvious that the competition was on in earnest. Pannier racks, evident in the previous event, had been removed and light racing tyres fitted. Here and there were a sprinkling of aerodynamic components as well as shaved legs. It was even reported that certain members had been spotted actually training during the two week period leading up to the event. The finishing times were eloquent evidence that some preparation had indeed been employed.

The third event in the series was a 10 km. Two-up Time Trial held round the Perry lakes Championship course. Six teams of riders set off at minute intervals and the finishing times were very close; less than two minutes separating the fastest and slowest teams.

The final event, a Team Time Trial with four riders in each team, was held in Kings Park and produced a very close finish; the winning margin being just 20 seconds.

In summary, it was evident that everyone who participated gave of their all and, like everything else in life, what you get out of it in terms of enjoyment and satisfaction seems to bear a direct relationship to what you put into it. That would account for all the smiles after the finish of each event."

(Ah! Those were The days)

Technical Topics.

"On the Road with Rod" - Let's go Training!

Training is a very individual thing. How you should train depends very much on the who you are and the event or activity you are training for. Training is also surrounded with a lot of unnecessary mystique. However, by following a number of simple rules, you will

not only maximise the reward you achieve from your training, but, you will also increase the enjoyment you get out of your cycling.

- Enjoy yourself ⇒ Unless you are a professional you should be aiming to enjoy your cycling. Choosing another cyclist, a slow ride with a friend of the opposite sex, sprinting to the next lamp post or a CTA Sunday ride, are all good fun and should be an integral part of your training. If you are not enjoying being on your bike, try a different form of cycling. Include mountain bike rides, hire a bike at the Velodrome or go on a cycling tour.

Whatever your training goal, the first rule of training is enjoy yourself. Next time you go for a ride, try to treat it as play rather than work. Imagine you are Greg le Mond (or Miguel Indurain!) or riding across Australia, or riding in the Tour de France.

- Fit Cycling into your lifestyle ⇒ The best way to train is by habit or necessity. Use your bike to ride to and from work or to visit friends and relatives. *(Better still, sell your car! Ed.)*

- Set a Goal ⇒ By setting yourself a goal (eg CTA 100km, Audax 300 km, or 35minutes 16km time trial !) training will have more purpose and hence will be more enjoyable.

- Speed Training ⇒ At least once or twice per week you should ride at higher speeds than normal for short periods of time. The fitter you get the more bursts of fast riding you can do. Even the most sedentary of recreational cyclists will benefit from occasional intervals of faster than normal cycling.

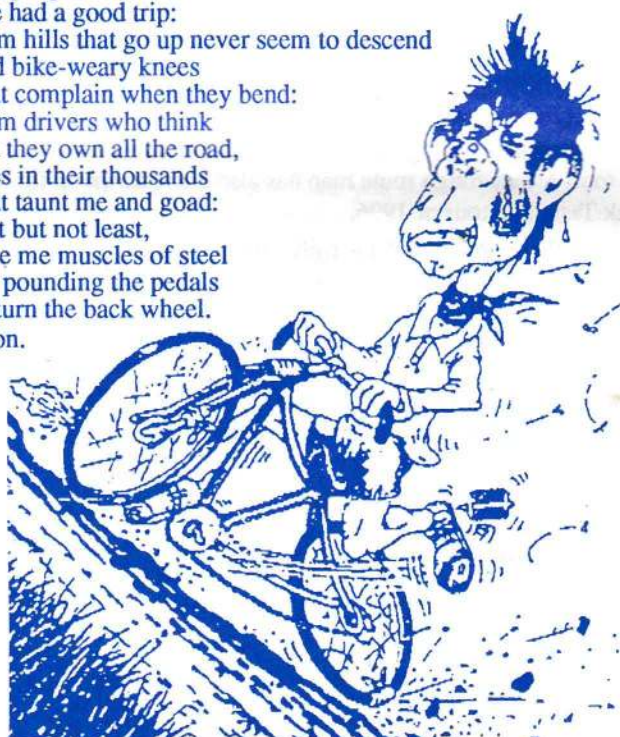
- Mix Your Training Around ⇒ Easy days should follow hard days and slow rides should follow fast rides. This easy/hard principle is the key to successful training and recuperation.

- Love Your Bike ⇒ Ride whatever bike you want to ride, not what everyone thinks you should ride. Nothing adds more fun to a bike ride than riding a bike you love.

Rod Evans.

The Cyclist's Plea

Protect me from punctures
And gears that slip
And people who ask if
I've had a good trip:
From hills that go up never seem to descend
And bike-weary knees
That complain when they bend:
From drivers who think
that they own all the road,
Flies in their thousands
That taunt me and goad:
Last but not least,
Give me muscles of steel
For pounding the pedals
To turn the back wheel.
Anon.



(With sincere acknowledgments to the Bike for Bibles crew who gave me one of their Newsletters from which this poem came. Ed.)

HMAS ORION GARDEN ISLAND RIDE SUNDAY JULY 17TH.

Perfect weather greeted over 50 riders who assembled at the Fremantle Carriage Coffee Shop in eager anticipation of the ride. This was by far the most popular ride for this year's Calendar to date and it attracted riders from as far away as Bunbury and even several visitors.

The attraction was obviously a ride to the Navy Complex on Garden Island, which is normally off limits to members of the Public. Our efficient ride organiser Stan Weichecki was even overheard to exclaim that he wished he were as popular with the ladies since over the past fortnight he had received an avalanche of phone calls to book for the ride.

We were first given the 'Good News', that the Navy was putting on a delicious barbecue lunch after our tour, but were then told that the submarine we were to inspect was on the slipway for a major re-fit and that we could not view her. However, little time was available for expressing disappointment before we had formed into groups and were off on the ride. En route, the submarine could be clearly seen on the slipway, to all the world akin to a beached whale; rather than a deadly destruction vessel. Rockingham was soon reached and our group met up with CTA member Petty Officer Robert Zwickelberg, who shepherded us across the Causeway linking the Island to the mainland and then onto the complex housing the Submariner Escape Practice Facility.

Our tour of this complex, lasting over an hour was a fascinating one. The sheer size and depth of the central escape facility pool was a source of amazement to all of us. The instructor describing the Centre's operations gave his talk in a really 'laid back' fashion, which only served to highlight the potential dangers involved in escaping unaided from a stranded submarine which may have sunk at a considerable depth. Needless to say, sufferers of claustrophobia would be even more reluctant to apply to become a submariner after this visit!

On our arrival at the Senior Sailors Mess, following a brief cruise past several Naval vessels moored at the wharves, we relaxed in the beautiful sunshine, sipping drinks and chatting. Then laden plates of marinated chicken wings were produced, as if by magic, to be devoured instantly by hungry cyclists. Then followed a truly first class barbecue lunch with some of the most tender of steaks and mouth watering sausages I have ever tasted. The tables, groaning with huge bowls of salad, resembled a swarm of bees surrounding a honey pot, as we helped ourselves to the 'goodies'.

It just happened to be the birthday of Dave that day and the finishing touch was the arrival of a twin Birthday cake, which he proceeded to very generously share with us all.

I reluctantly had to depart shortly afterwards, with a group of riders leaving early for Perth, whilst a large number of our group remained to continue sampling the Navy's hospitality and to go on a further short tour of other parts of the Island base.

My spies tell me that there may even be a chance of a return trip later this year to go over one of the submarines and perhaps join in some evening festivities. Here's hoping that this is a good prospect. Judging by Sunday 17th, this return trip promises to be equally as popular - if not even more so!

Our sincere thanks to the Australian Navy and in particular our CTA member submariners, who have been largely responsible for making this ride possible. A round of applause is also truly in order for Stan Weichecki's large time involvement in so efficiently organising this most popular ride.

PELATON RIDING SATURDAY AUGUST 27, 1994.

Interested in group riding etiquette, and the benefits of 'pelaton' riding, plus increasing your riding skills? Then this session run by Colin Farmer, one of our club's most experienced riders, is definitely for YOU! Venue: Armadale Railway Station

Date & Start time: Sat. 27th August, at 1pm sharp. Colin will provide instruction on the basics of these techniques and practical experience on quiet roads in the Armadale area. Timing is proposed to include 30 minutes instruction at the Station complex (under cover), followed by around 1 1/2 hours of 'hands on' riding experience.

All those interested, please ring Colin, PH: 330-4441 (H) to enable him to gain some indication of numbers attending. Bring with you, wet weather gear, 'munchies', and an enthusiasm to learn as much as possible from what promises to be an interesting and very valuable learning experience

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THE GOOD THE BAD AND THE UGLY...

The recent Audax 600km ride Sue and myself took part in was a combination of good bad and ugly events. Any Audax ride has its triumphs and tragedies. This is a diary of the ride held 21-22 May 1994. We got to the start about 4.40am. The weather was fine. Brett Rutherford had ridden to the start (sick man) and told us that he was quite warm without the need for long arms or thermals - *THIS WAS GOOD*.

Ten riders set off from Kelmscott in a happy bunch. Sue almost got off her bike and clobbered Barbara Farmer when she farewelled Colin with the immortal words "I wish I was coming with you, you lucky things!". We soon said our good-byes to the faster riders going up Brookton Highway Hill. Sue, Lin Hambleton and myself were not see some of them until the overnight stay in Boyup Brook. Until then we had a fine day and 350km ahead of us - *THIS WAS GOOD*.

Audax riding is not about 'keeping up with the bunch', it's about riding the course within the time allowed and within your own capabilities. It should not be a miserable grinding experience. Audax Mondiaux give the riders adequate time to finish the course while maintaining about 18-23km/hr. The first 67 km stage to Dale West was through mist shrouded valleys. My own resolve wilted in the early hours of the ride due to me listening to Brett and not wearing arm warmers. I froze - *THIS WAS BAD*.

When the sun came out on the next 82km leg to Brookton we cheered up and I began to really enjoy the ride. There is nothing like riding through the countryside 150 plus kilometres from Perth knowing that you must rely entirely on your bike and your physical and mental ability to get you to the next checkpoint. Audax riders carry no panniers. Light strong bicycles are the norm. Riders must anticipate the next stage as to how dark or light it may get and how hungry, cold or warm they may feel - *THIS IS GOOD*.

Sue, Lin and myself caught the 'middle' group at the 215km mark in Williams. Unfortunately, Lin had mechanical troubles which resulted in him leaving the ride. Consequently, Sue and I tailed onto the larger group of 5 riders. The next 76km stage to Moodiarrup was through rolling countryside as the sun was going down. I get a melancholy feeling as the sun dips below the hills on an Audax ride. The sun brings warmth and friendly light to a ride. It gives the opportunity to safely chat with other riders

and combats lethargy. In it's absence the rider is sometimes faced with negotiating an un-travelled road, often riddled with potholes - *THIS WAS BAD*.

Good lights are a must for Audax riding. At least 4-5 hours per stage may require lights. I switched mine on as group discussion turned to the fact that the support vehicle had not passed us. It should have done so hours ago. No support meant no food and warm clothing, we were all worried. In fact they got lost - *THIS WAS UGLY*.

The support made it to Moodiarrup just before we did so the day was saved. Sue and I decided to let the others go ahead to Boyup Brook. At that point the next 61km stage did not look too daunting - how wrong we were. The hills between these towns need to be ridden to be believed. They are very steep and there are literally dozens of them through steeply rolling countryside. Not very nice in the last 60km of a 350km ride after being in the saddle for 15 hours - *THIS WAS UGLY*.

In Boyup Brook we had 5 hours sleep and woke to torrential rain hammering on the iron roof. I remember vividly the feeling of the last dry comfortable moments in my cycling shoes while riding down the main street of Boyup Brook through blinding rain. The weather, dry for the last 7 months had finally broken just when we didn't want it to - *THIS WAS UGLY*. The 86km stage from Boyup Brook to Burrekup was exceedingly hard riding. Persistent rain and head winds coupled with riding through very steep terrain in the Ferguson Valley forced our average pace down to 12km/hr. Sue and I were beginning to doubt whether at this pace we were going to make the 9pm deadline for the ride. Audax riding is not solely about fitness. It is about psychological toughness. When you feel down and out you must remember it is just a 'bonk' period. You WILL feel better. Fitness comes into the picture when physical barriers wind and terrain are pitted against you - *THIS WAS UGLY*.

At the Burrekup checkpoint, Lin informed us that to finish the ride in time Sue would not make it at our present pace. Consequently we had to ride the remaining 163km of the course without checkpoint stops. The weather deteriorated badly after Burrekup. Gale force winds and driving torrential rain were our constant companions. Fortunately the wind had turned from North West to West and thus was a side wind. Audax riding can be very dangerous under these conditions. Fatigue and inclement conditions on a major highway is a recipe for disaster. Fortunately and luckily, no accidents occurred - *THIS WAS GOOD*. By the time we reached the final checkpoint in Pinjarra, Sue and I were mentally and physically exhausted. This is part of what I call the 'toughening' process all would be Audax riders must pass. You have to have a 'go on at all costs' attitude. The last 65km into Perth was a cold, wet miserable experience. We were over the moon to find that we finished the ride with 45 mins to spare as we were to frightened to look at the time in the last 3-4 hours since the last checkpoint - *THIS WAS GOOD*.

It had taken us 39hrs and 15 mins to ride 605km. 5hrs of that spent asleep, some of it in the saddle I'm sure. My message to anybody contemplating an Audax ride is that there is no better feeling in the world to know that you have completed an epic journey, with friends, in beautiful terrain. The best feeling of all is when you finally stop... - *THIS WAS VERY, VERY GOOD*.

Mark Nilan

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Rides Calendar — August/September 1994

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!

AUGUST 14 NORTHWARD BOUND
80 km, moderate pace, flat terrain, 8.30 am start. Meet at Warwick train station for Arie's route around various Northern suburbs including a bite to eat along the way before returning to Warwick.

Leader: Arie Lemson Ph: 307-5820 (H)

AUGUST 14 MARIA'S MT LAWLEY MEET
40 km, easy pace, flat terrain, 9.00 am start. Meet at the Causeway Carpark for a pleasurable ride via circuitous routes to Mt Lawley's new Cappuccino strip for the odd devonshire or three.

Leader: Maria Antonas Ph: 444-3951 (H)

AUGUST 20 THE COAST AND HILLS TOUR
AUDAX 400/600km. This is the one you missed for the Super Randonneur. Meet at the home of Lin Hambleton at 4.30am for a 5.00am start. Gosnells, Armadale, Byford, Kwinana, Rockingham, Mandurah, Pinjarra, Bunbury, Boyanup, Bunbury, Australind, Mandurah, Pinjarra, Armadale, Gosnells first day. Overnight in Gosnells then Gosnells, Pinjarra, Coolup, Pinjarra, Mandurah, Rockingham, Forrest Rd, Warton Rd, Kelmscott, Gosnells.

Organiser: Don Briggs Ph: 458-8175

AUGUST 21 THE HILLS OR BUST
120km, moderate pace, hilly terrain. Meet at the Kelmscott Railway Station at 8.00am for an 8.30am start. Route is Kelmscott, Midland, Mundaring Weir, Karragullen, Kelmscott with stops along the way for nourishment.

Leader: Craig Abernethie Ph: 459-6413

AUGUST 21 MARKS FEEDING FRENZY
40km, easy pace, flat terrain. Meet at Lake Monger carpark at 8.30am for a 9.00am start. Wander around the nearer city suburbs for some lake and river views before getting down to the real business of the day - pigging out at the Leederville cappuccino strip.

Leader: Mark Nilan Ph: 397-0804

AUGUST 27 COLIN'S WORKSHOP
Meet at Armadale Railway Station at 1.00pm Saturday for a practical workshop on how to ride in a peleton, group etiquette, conserving energy on long rides, and other worthwhile bike handling skills.

Leader: Colin Farmer Ph: 330-4441

AUGUST 28 10,000 IN 8 ACHIEVEMENT RIDE
100+km, fast pace, flat terrain - N.B. Meet at Kelmscott Railway Station at 8.00am for a 8.30am sharp start.

Organiser: Steve Blackburn Ph: 313-2814

AUGUST 28 INFORMAL RIDE
Meet at the Causeway carpark at 8.30am to decide the ride. See page 2 of the Newsletter for further details.

AUGUST 31 SUE'S MIDWEEK MEET
70km, moderate pace, flat/hilly terrain. Meet at Armadale Railway Station at 9.30am for a 10.00am start. Pedal to Perth Railway Station via a circuitous route. Note Wednesday Ride.

Leader: Sue Nilan Ph: 397-0804

SEPTEMBER 2 SOCIAL EVENING
Friday night social evening at Ernest Johnson Oval Guide and Scout hall, end of Pilgrim Street, South Perth, 7.00pm start. For those people who wish to be initiated into the wonderment of basic bicycle

repair, Sally and David of Mount Cycles will conduct us into its fathomable mysteries.

SEPTEMBER 4 THE OTHER PRESIDENTS RIDE
AUDAX 200km. Meet at the home of John and Aileen Martin in Pickering Brook at 6.30am for a 7.00am start. Pickering Brook-Karragullen-Brookton and return.

Organiser: Lin Hambleton Ph: 398-3326

SEPTEMBER 4 BARRACKING ALONG WITH BARRIE
100km, moderate pace, flat terrain. Meet at Warwick Railway Station carpark at 8.00am for an 8.30am start. Northern route via Wanneroo to Yanchep National Park. Bring entrance fee. Lunch on the lawn near the lake. Return via the coast to Warwick.

Leader: Barrie Thomsett Ph: 276-6446

SEPTEMBER 4 PEDAL YOURSELF SOUTHWARD
50km, easy pace, flat terrain. Meet at Coode St jetty carpark South Perth at 8.30am for a 9.00am start. Southward via Booragoon and Melville to a secret Fremantle Coffee shop then via the river back to South Perth.

Leader: Debbie Selfe Ph: 367-3367

SEPTEMBER 10 YALGORUP WEEKEND
Full pannier tour camping out overnight in the bush at Yalgorup. For details as to starting place and time contact the organiser prior to September 1.

Organiser: Andrew Woodroffe Ph: 367-4759

SEPTEMBER 10 BTA RIDE #2
Meet at the Causeway carpark at 11.00am on Saturday to join the BTA on an informative tour of bicycle facilities and recent additions to the bike network of the Perth area. A stop for lunch is planned so bring moolah!

Contact: Steve Blackburn Ph: 313-2814

SEPTEMBER 11 THE TNT TONNE
100km, fast pace, flat terrain. Meet at the Trigg Island Cafe carpark at 7.30am for an 8.00am start. Flight path is Triggs, Fremantle, Mt. Henry, South Perth, Nedlands, Trigg - landing where necessary to refuel.

Leader: Don Caplin Ph: 447-1516

SEPTEMBER 11 STAN'S HOUSE RIDE
50km, touring pace, flat terrain. Meet at Stirling Railway Station carpark (Eastern side of Freeway) at 10.00am for a 10.30am start. A leisurely ride through the Northern suburbs to Hillarys Boat Harbour for lunch. Then off to visit some Webb & Brown-Neaves Pty Ltd display homes drawn by Stan. Return back to Stirling Railway Station.

Leader: Stan Wiechecki Ph: 448-2335

SEPTEMBER 17 300KM ACHIEVEMENT RIDE
Note: Saturday AUDAX/CTA combined ride. This is the only 300km ride which will allow you to qualify for a Super Achiever Award. Run in conjunction with AUDAX, you may qualify for both an AUDAX award and CTA award provided you meet the respective ride criteria. Meet at Midland Town Hall at 4.30am for 5.00am start. Course is Midland-Bindoon-Wannamel-Moora-Midland.

Organiser: Brett Rutherford Ph: 339-7059

SEPTEMBER 18 - SOUTHERN LAKES AND GARDENS

50km, easy pace, flat terrain. Meet at Ampol Garage Myaree (corner of North Lake Rd and Canning Highway) at 8.30am for a 9.00am start. Scenic route via North Lake, South Lake, Jandakot, Beenup with a Devonshire at John Coles Nursery and Koi Fish Farm. Return to Myaree.

Leader: Ross Cussons Ph: 317-2588

SEPTEMBER 18**INFORMAL RIDE**

Meet at the Causeway carpark at 8.30am to decide the ride. See page 2 of the Newsletter for further details.

SEPTEMBER 25**ALL THE PRESIDENTS RIDE****SEPTEMBER 25
TO MEET YOU RIDE****ON YOUR BIKE WA PLEASED**

See page 4 for details. This is a combination of three rides which will cross paths to enjoy a lunch next to the river at Pinjarra before returning to Armadale or wherever you started. There is no organised transport, so if you feel that you would rather not cycle back to your start point, arrange someone to meet you at Pinjarra with a car etc.

Leader: Steve Blackbourn Ph: 313-2814

**OCTOBER 1-3 BLINKBONNY COTTAGE FARM STAY
FULL PANNIER TOUR**

80km (one way), touring pace, hilly terrain. Meet at Midland Town Hall at 8.00am for an 8.30am sharp start. Camping will be on the Blinkbonny Cottage Farm in a beautiful hillside setting near a flowing creek. Shower and toilet facilities are available as well as the restaurant which can produce evening and breakfast meals at \$15.00 and \$10.00 respectively. All in a very cosy open fireplace setting. BYO alcohol for first evening meal. Tariff for farm camping stay is \$5.00. Usual port parties and sing songs around an open fire. Also Toodyay Folk Festival on that weekend. Tents and tranguis required.

Organiser: Stan Wiechecki Ph: 448-2335

OCTOBER 2**THE ABJAKA RIDE**

85km, moderate pace, hilly terrain. Meet at Armadale Railway station at 8.00am for an 8.30am sharp start. Route through Armadale, Byford, Jarradale, Gleneagles, Araluen (for lunch), Kelmscott and return to Armadale.

Leader: David Uren Ph: 368-1993

OCTOBER 7**SOCIAL EVENING**

Friday night social evening at Ernest Johnson Oval Guide and Scout hall, end of Pilgrim Street, South Perth, 7.00pm start. A representative from ROC Tours will present an overview of their activities and highlights from previous trips.

OCTOBER 8-16**ON YOUR BIKE WA RIDE**

This is a fully supported 9 day cycle tour through the 'North Country' with balmy nights sleeping under the stars and gentle exercise and scenic wonders during the days. For further details:

Contact: Aileen Martin Ph: 293-8170

OCTOBER 9 SOUTHERN CYCLEWAY FLAT OUT

70km, moderate pace, flat terrain. Meet at the Raffles Hotel carpark Canning Bridge at 8.00am for an 8.30am start. Find out how far the Southern cycleway goes. Morning tea at a secret destination (careful of Urch droppings!) before returning to Canning Bridge for lunch.

Leader: Sue Nilan Ph: 397-0804

OCTOBER 15**OPPERMAN ALL DAY TIME TRIAL**

Saturday AUDAX 24 hour ride for distances greater than 360km. Finishes at Midland Town Hall at 9.00am on the Sunday. Help our female cyclettes achieve victory in this bum-numbing endeavour.

Organiser: Don Briggs Ph: 458-8175

OCTOBER 16**ROY'S RABBLE RIDE**

60km, moderate pace, hilly terrain. Meet at Midland Town Hall at 8.00am for an 8.30am sharp start. Beautiful ride via hills and back roads through Midland, Boya, Mundaring, Stoneville, Parkerville, Midland. Food stops along the way.

Leader: Roy Sonnermann Ph: 446-8215

OCTOBER 16**INFORMAL RIDE**

Meet at the Causeway carpark at 8.30am to decide the ride. See page 2 of the Newsletter for further details.

OCTOBER 23**THE ONE YOU MISSED**

Meet at the Bullsbrook Tennis Court carpark just off Great Northern Highway at 7.30 for an 8.00am start. The 50km achievement/challenge ride course will be used multiple times to fulfil rides required for Challenge series.

Organiser: Warwick Lang Ph: 337-2681

OCTOBER 23 STEVE AND MARKS BRAINFOOD RIDE

40km, easy pace, mixed terrain. Start at 8.30am from City West car park (over the road from Railway Station). You will have to interpret a cryptic clue map, following a meandering course to end up for a tour of SciTech. Also a lunch at Fat Bellies in Leederville will follow, so bring some mmm-honey!

Leaders: Steve & Mark's Flying Circus. Ph: 313-2814

OCTOBER 30**MT. OLIVE GLASS BLOWING RIDE**

80km, touring pace, hilly terrain. Meet at the Midland Town Hall at 8.30am for an 9.00am sharp start. A breathtaking or inhaling ride through the hills. This time of year all the flowers will be out so bring your hay fever tablets. Visiting a glass blowers studio then Mundaring for morning tea/lunch then back to Midland.

Leader: Stan Wiechecki Ph: 448-2335

OCTOBER 30**THE HILLS ARE ALIVE...**

100km, fast pace, hilly terrain. Meet at the Mundaring Hotel (Nichol St. Mundaring) at 7.30am for an 8.00am start. Enjoy the crisp clean air of spring via Kalamunda, Karragullen, Araluen, Canning Dam, Pickering Brook, Carmel, Mundaring.

Leaders: Sue and Graeme Campbell-Thomas Ph: 458-3078

Typesetting: Steve Blackbourn

Printing: Terrace Print

C.T.A. COMMITTEE - 1994

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CYCLING UNDER THE SOUTHERN STARS

(An enthralling description of Barrie Thomsett's experiences on Bicycle Victoria's 1994 'Great New Zealand Bike Ride')

After the Wandering Star tour of the Southern wheatbelt of W.A. it was time to broaden my horizons. I have always had a keen desire to cycle the East coast of Tasmania (a description of this journey will appear in a later issue) but New Zealand has held a special fascination for me after hearing wondrous reports from members of the Orienteering fraternity in W.A.

A 2.00am arrival at my accommodation in South Island's Christchurch was hardly a smart way to start 18 days of cycling; particularly as it was about to kick off at 8.00am that morning!

However, let me start by heaping praise on the Bicycle Victoria organisation. What group tour of non-profit people would meet a plane at 1.30am, take my bike off my hands, and quietly and efficiently direct me to cheap transport which would take me to my city hotel?

With about 450 overseas riders and around 100 'Kiwi' riders, all converging on Christchurch, it was a truly amazing feat of organisation and kindness that was to continue for the next 18 days.

Saturday 2nd February dawned cloudy with light drizzle; but not enough to dampen our spirits. After collecting our I.D. tags and complementary bright green or pink Bum Bags and sorting out any minor problems with our bikes, we were on our way. A polite suggestion about those wonderfully coloured 'Bum Bags'. Although they were meant to carry our cut lunch each day, we found that by lunch time, any salad etc. fillings had become 'cooked veg.' and the bread was only fit for toast. However, they were a wonderful souvenir and a great boon in carrying valuables and other 'necessaries' such as a spray jacket and cash plus camera, etc.

The first day was relatively uneventful, although my friend Jim managed to collect a puncture in the very first 20km; only to discover that his spare tube was also faulty. I also failed to heed the suggestion of the organisers to securely pack one's bike for the air trip. I suffered broken brake and computer cables but, thanks to the wonderful tour mechanics on hand at the ride start, these were readily repaired. This back-up was a most impressive aspect of the tour organisation, and was available at all times throughout the complete tour.

To try to cover each day's activities on a day-to-day basis would take a small book, so I'll try to highlight the various delightful towns we passed through and give a 'cameo' of the Tour's memorable events.

The local tourist operators took full advantage of this travelling circus of tour adherents and set up shop at each nightly campsite.

Such delights were offered as hot air ballooning, boat rides, helicopter and light aircraft flights over the glaciers, trips to Milford Sound, with fishing, swimming and bushwalking, as part of the day's activities. Of course if you were young, with nerves of steel, there was on offer bungy jumping, and tandem parachute jumping, or just good old 'boring' para gliding for good measure. However, for the not so adventurous, one could always try out the local hotel, sleep, or go for a vigorous walk onto the Franz Joseph Glacier.

Towns such as Methven, Geraldine, Arrowtown and beautiful Lake Tekapo come to mind, along with the Canterbury Plains. Then, of course, the long climb up Rakia Gorge is indelibly imprinted in my memory, and most especially, my long suffering legs! All these names and places come to mind as I reflect on a journey that, though not very remarkable by comparison with some epic adventures, must still rate as 'one of the great organised bike rides of the world'.

I had long been regaled about the beauty of the Fjordland, and so took the opportunity to use a rest day to embark on a bus trip from Arrowtown to Milford Sound.

The journey over roads that had only recently been closed due to heavy rain was one of absolute beauty and the sight of the entrance to the Homer Tunnel (a 1.2km 'hole through the mountains'), was quite amazing. The sheer beauty of snow capped peaks in mid summer towering above the bus was, for a native born 'flatlands' West Australian, simply overwhelming!

This trip must have been truly exciting for a previous bus-load of Japanese tourists. However, the coach captain who turned out the bus lights and left them in absolute blackness, before playing a cassette tape of a train under full power, must have been an absolute lunatic; particularly if he valued his job. With all due respect to our Asian neighbours, a bus load of panic stricken Japanese passengers must have indeed been a tough assignment to handle!

And so, on to Lake Wanaka. We were now camping at the base of snow capped mountains. Our camp at Pleasant Flats, at the end of the Haast River bridge, was unusual; but a B.B.Q. of venison or porterhouse steak soon made up for the stupid attempt I had made at swimming in ice cold glacial waters!

Our next stop was in a very rocky and undulating paddock in the middle of a deer farm. The enterprising and community conscious owner provided a wonderful chance for a hoard of ravenous cyclists to sample his wares and quench their thirst, as well as furnish much needed funds for the local school. I might add that we still tucked into dinner later in the evening. Gee... life was really tough! Ah well, onto Fox Glacier and a delicious roadside lunch of baked potatoes etc. before a climb over the Franz Joseph Pass, and onto the town of the same name, for another 'paddock' overnight campsite.

I might add that all this camping seemed to have rather disastrous

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effects on one's bladder, for there could be no other rational explanation. However, if you have staggered out of a very warm sleeping bag in the 'wee small hours' to do exactly that, and then try to find your way back to bed, amongst hundreds of very similar looking tents, you will no doubt appreciate the resulting pandemonium! - only hilarious in retrospect though!

At last we were coming to the business end of the journey and, after a 40km gradual climb, we were facing the mighty Arthur's Pass - 8km of very, very, very, steep road - even banned to semi trailers and caravans. I found my 'granny' gears finally failed to make an impression on the precipitous gradient and so I took the opportunity to dismount and enjoy the magnificent view (of course, no self respecting 'wimp', would ever tell you anything else!)

Another dampish evening at Klondyke Corner, (another wilderness 'Pub' - en route) and once again being reluctantly nagged into a 'tipple' or three by my friends, Lou-Anne and Ron Wigg. Then on to the last jaunt over Porter's Heights and bound for Springfield, more booze and good food - then a fast ride into Christchurch to a soft bed and a readily available toilet!

So, it was all over, after 18 days and 1300km, leading us back to Christchurch. The 'Kiwis' had set a pattern that was to continue for another month, as I travelled North across Cook Strait to such delightful spots as Rotorua, the Coromandel Peninsula, Northland and the Bay of Islands. A minor mishap of a broken wheel, and the news that this would have to be repaired in Sydney, was barely a setback.

Lou-Anne's parents live in Auckland and extended to me that great hospitality, which made my stay in that lovely city so memorable. A wonderful day tour of the surrounding hills and beaches (covering all of 400km!) of this very beautiful city and my introduction to Toby, (alias 'Arseholes') their cat, were two instances of Lou-Anne's parents' Southern Hospitality, and was a really tremendous way to end my North Island tour.

Incidentally, should you ever cycle north of Auckland on a rather old and hired mountain bike (or, for that matter, any bike) and are stopped by a lady offering you a chance of Kiwi family hospitality, then you will have fallen under the spell of the McWhinney family from the lovely town of Orewa. Do not refuse this offer, even if you might wonder what on earth is going to befall you; for an evening in their home is one of the truly wonderful experiences that are reliably etched in my memory.

So, on the 20th of March last, I boarded an Air New Zealand Boeing 767 aircraft, bound for Sydney, en route to Perth, after 79 days of truly memorable adventure under the Southern Stars.

Barrie Thomsett.

EDITOR'S CHIT

A very warm welcome to all those intrepid cyclists who have still continued their riding over the past weeks despite the inclement weather. For those who are uncomfortable with winter riding, a well maintained bike and proper gear to keep out the elements, makes the venture a much less daunting prospect. Try it and you might even find that you enjoy the challenge. I certainly have found my dislike of wet weather riding quite rapidly disappearing, as my riding skills and confidence for venturing out in these conditions have increased. For me, after the challenge of surviving heavy rain squalls, the reappearance of sunny periods on the ride is doubly appreciated!

My heartiest congratulations to all those who tackled the sodden riding conditions in the latter half of the CTA 'Century Ride' on Sunday the 10th of July. After surviving Pipehead Dam and the climb out of Serpentine Dam the rain deluge seemed tailor made to test the mettle of all participants.

It was really good to see the support given this ride by the over 55 riders group. Dennis Braddon and his companions set a truly cracking pace and demonstrated to we lesser mortals how to rise to the challenge of this taxing ride.

By the time this edition goes to print, a number of important Rides Calendar events will have been run. The Audax 300km 'Gingin Struggle' on the 23rd July bodes well to be represented by a number of CTA lady riders; thanks to the encouragement/coercion of our esteemed Secretary. My spies tell me that Sue is looking to float a women's riding team for the Audax Opperman 24 hour ride later this year and she has been plugging the 300km ride as a 'warm-up'!

Sue's exclamation of "Gee, I rode up Gidgegannup Hill on my large chain wheel", on her way back from the Toodyay Christmas in July weekend, is an indication of her new found riding prowess; and we can look forward to big things from the women's team on the 'Opperman' ride with her at the helm.

This year the combined rides with the Audax Club will present to members the opportunity of tackling distance rides in a supportive atmosphere. The special badge being organised for the combined 'Classic 200' ride on the 7th of August will, I am sure, provide an additional incentive - if any were required to ride this very scenic route. Don Briggs, the co-ordinator for the combined 300km ride on Saturday 17th September, is planning a likewise attractive route which will not be too challenging to longer distance aspirants. He tells me though, that unfortunately, he will be unable to design the ride route with a downhill gradient for the total distance!

For those awaiting news of the route for the '10,000 in 8' Challenge/Achiever series ride, our beloved President is trying to reintroduce Turner Road into the course... "just to make the route a little more interesting". So my advice is to get out there and start building your mountain climbing stamina.

Towards the end of this year Mark Nilan is planning a 20th Anniversary Commemorative ride to be run over one of the original CTA ride routes - and led by none other than our first President. This is a ride not to be missed.

Our last edition of the year is planned to be a special 'historic' one, with contributions from original CTA members and some of those who have had connections with the Club for (often) many years. This should make fascinating reading.

On the social scene, stay tuned for news of the 20th Anniversary Dinner presently being planned by our illustrious Social Secretary. This will I am sure be a truly memorable event and likewise one which you would be very disappointed to miss out on.

Well, that's all from me for now. Good riding and may your feet stay snug and warm. Roger and Out



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For Members and Friends of the Bicycle Transportation Alliance

Volume: 1 Number: 2

Editor: Steve Blackburn

Welcome to the BTA

This is the second of hopefully many newsletters of the newly formed Bicycle Transportation Alliance (BTA). This umbrella group has been formed to promote cycling as a form of transport as well as for recreation. We hope to get across the message that cycling is a suitable alternative to the private motor vehicle with around 30% of car trips in Perth being less than 2.5km in distance – which is the length of the average bike trip! Greater use of bicycles offers the benefits of

reduced air pollution, noise reduction, reduced consumption of non-renewable energy sources and increased health and fitness for the regular cyclist. All this and it's also fun!

We need **your** help to spread the message about the benefits of cycling amongst the decision makers and also the general community. Membership details are on the back of this newsletter but if you want further information you can contact Richard or Judith on 470-4007(H) or myself on 224-2081(W).

Select Committee Report Released

The Select Committee on Road Safety has released its report dealing with compulsory helmet wearing for bicyclists and other bicycling issues. As has already been widely reported, the committee recommended no change to the law on compulsory helmet wearing. The report acknowledges that this recommendation is based purely on road safety grounds and does not take into account civil liberties issues nor community 'disbenefits' due to the decrease in the number of cyclists (e.g. increased pollution from motorised transport and reduced health and fitness).

A side effect of compulsory helmet wearing is that the Police have concentrated the meagre level of enforcement applied to cyclists on the helmet laws. Enforcement of other aspects of cyclist behaviour, equally important for reducing accidents and injuries, has reduced dramatically. The number of Police contacts for cyclists relating to bicycle lights has dropped from 836 in 1990 to 162 in 1993.

The Select Committee has made some very positive recommendations with respect to Local Area Traffic Management to alleviate the reduction of bicycle safety which results from poor LATM designs. The report rec-

ommends closer co-operation between local government authorities and Bikewest to achieve bicycle-friendly LATM designs. For existing LATM treatments which are causing significant safety problems for cyclists, the committee recommend that funds be made available from the WA Transport portfolio for appropriate modifications. The BTA is compiling a list of LATM treatments which cause problems for cyclists so, if you know of any in your area, please give us a call.

Cyclists' Rights to Use the Road

Many cyclists were incensed by an article in the West Australian on 23 July by Edmond G. La Vertu which suggests, amongst other things, that cyclists should be banned from the road during peak hours. Someone by the name of B. Thurstan from Claremont responded with a well-written letter to the Editor in the West on 27 July. BTA also responded with a letter to the Editor which was not published.

The recent debate brought to mind a quotation by S. Plowdon (*Town Against Traffic*, André Deutsch, London, 1972):

"NOT MERELY EQUAL RIGHTS

Other things being equal, one should presumably start with the principle that all travellers have equal rights regardless of the means by which they choose to travel. But since travellers by motor vehicles are better armed and better protected than pedestrians and cyclists, they tend to take priority whenever any conflict arises.

One aim of social policy should be to correct this bias. Moreover, from the general social point of view, other things are not equal.

Pedestrians and cyclists are much cheaper to accommodate than motor vehicles and do no environmental harm. This is a strong reason for giving them not merely equal but preferential treatment."

Australian Cyclist Magazine

BTA members will receive Australian Cyclist Magazine as part of the membership package, commencing with the August-September issue. The magazine, published six times per year by the Bicycle Federation of Australia, will keep BTA members in touch with cycling news and activities across Australia.

The April-May issue of Australian Cyclist featured two articles on cycling in WA. One, written by Mike Maher from Bikewest, focused on the problems caused by poor Local Area Traffic Calming treatments. The other, titled *Why Perth is heaven on wheels* by Rod Katz gives an Eastern Stater's view of cycling conditions in Perth. As you can probably guess from the title, Rod reckons Perth is way ahead of cities on the east coast as far as cycling is concerned. We agree with Rod, but there is still plenty that can and should be done to make Perth even better for cyclists.

If you missed out on the April-May issue of Australian Cyclist, BTA is endeavouring to obtain some spare copies. Contact BTA if you would like a copy for your archives.

Third Party Liability Insurance

The issue of third-party liability insurance for cyclists has been topical lately. Not many cyclists realise that they may already be covered under their household contents insurance. Check your policy or contact your insurance company if you are not sure. If your present insurer doesn't cover bicycle use, you can probably obtain cover at little or no cost by switching to a company that does.

BTA's counterpart in most other states offer public liability insurance as part of their membership package. BTA will consider this option in the future if there is sufficient demand from members. In the meantime, the cheapest solution is to check your household contents policy.

Velo-Australis 1996 Conference

In 1996, Perth will be the venue for an international cycling conference, tentatively named Velo-Australis. The conference will be an extension of the Velo-City conferences which are held every two years under the auspices of the European Cycling Federation (ECF). Representatives from Bikewest, the W.A. Department of Transport and BTA attended the annual general meeting of the ECF in Vienna on 17 June 1994 to present a proposal to hold the conference in Perth. Delegates at the meeting voted to accept the WA proposal. This will be only the second Velo-City conference outside Europe and the first in the southern hemisphere. (The 1992 conference was held in Montreal, Canada.)

Roadwatch Seminars

Roadwatch is the Road Accident Prevention Research Unit of the UWA Department of Public Health. As well as conducting research work, Roadwatch holds a number of free seminars on road safety topics that are open to all interested persons. Rod Evans, Manager of Bikewest, is presenting a seminar on Wednesday 28 August on the topic of Bikewest and bicycle safety. The seminar runs from 1-2 pm in Seminar Room 4, UWA Department of Public Health, Clifton St Building in Nedlands. The entrance is from Clifton Street, just off Stirling Highway. For further details, contact Roadwatch on 380 1305.

Main Roads Bicycle Transport Working Group

The inaugural meeting of the Bicycle Transport Working Group was held on 27 June with representatives from BTA and the Cyclists' Action Group as well as staff from Main Roads WA. The aim of the working group is to improve communications between Main Roads and cycling groups so that Main Roads can work more effectively to improve conditions for cyclists on roads and paths under its control. Issues discussed included the need for bicycle projects to be included in any further Black Spot programmes and detection of bicycles at traffic lights. The meeting was very productive and further meetings are planned in the near future.

North-South Dual-Use Path Link

The long-awaited link between the Kwinana Freeway and Mitchell Freeway dual-use paths is one step closer to completion with construction of a new section of path along George Street, West Perth from Market Street to Hay Street. Earlier this year, Main Roads WA constructed the section of path from the Narrows Bridge along the west side of the Mitchell Freeway to link up with an existing path which takes cyclists as far as Malcolm Street. Now all that remains is the 200m or so from Malcolm Street to Hay Street, along the front of Parliament House. Main Roads assures the BTA that this section is in the design stage but hasn't promised an opening date. In the meantime, the two sections which have been completed are each useful in their own right.

Bicycle Access Through Road Closures

The BTA has recently contacted several councils to ensure that bicycle access is preserved when roads are closed for traffic management purposes. One example is Elliott Road in Trigg. The City of Stirling has erected gates across the road to prevent though motor vehicle traffic, but a 1.2 metre gap either side allows bicycle access. Originally, the gates were to have extended from kerb to kerb

which would have blocked bicycle access too.

BTA now monitors the Local Government Notices column in Saturday's paper as councils must advertise their intention to close a road and allow time for public comment. BTA is also lobbying to change the process of closing a road so that bicycle access is automatically provided through the closure unless the council feels there is a valid reason for not doing so.

Bobbies on Bikes

London bobbies have joined the world-wide trend to use mountain bikes for police patrols. A two-man bike patrol made an arrest on their first night of operation. After responding to a report of a sexual assault on Southampton Common, the pedal police chased and arrested a male suspect.

In their Pedal Update newsletter, the Bicycle Institute of South Australia (BTA's counterpart in SA) reported that 500 police departments across the USA now have bike squads.

Subiaco Bike Parking

The City of Subiaco will be installing bicycle parking in the Subiaco shopping area over the next twelve months. A survey carried out by consultants commissioned by the Council found that lack of bicycle parking facilities was a concern to the community.

East Perth Railway Bridge

As a result of lobbying by cycling groups in 1992, Westrail decided to include a dual-use path on the new railway bridge across the Swan River at East Perth which will replace the old timber rail bridge. Construction work is under way on the new bridge and it should be completed towards the end of 1995. The dual-use path will provide better access for cyclists from the Rivervale and Belmont areas to Perth City and will also tie in with the East Perth Redevelopment Project.

Wider Kerbside Lanes

If you have noticed that the kerbside lane on some multi-lane roads appears wider than the other lanes, you are not just imagining it. A wide kerbside lane improves safety for cyclists using main roads by allowing motorists to overtake without having to change lanes. Main Roads WA has a policy when resurfacing a road or repainting the lane lines of widening the kerbside lane for cyclists whenever possible. On new sections of road, wider kerbside lanes are designed in from the

start. Some roads with wide kerbside lanes include:

Wanneroo Road from Wanneroo town site to Hepburn Avenue,

Albany Highway through Cannington and also in Kelmscott,

Crimea Street from Reid Highway to Widgee Road,

Orrong road through Carlisle and Welshpool, and

Alexander Drive from Beach Road to Marangaroo Drive (northbound only).

Wider Shoulders on Tonkin Highway

Main Roads recently resurfaced the section of Tonkin Highway from Hale Road to Welshpool Road. By offsetting all of the lane markings to the right, Main Roads were able to increase the width of the left hand shoulder to 1 metre to improve conditions for cyclists using the road.



Bikewest is the bicycle planning arm of the state government Department of Transport. The main roles of Bikewest are to improve the safety of cycling, and to encourage and provide for increased use of bicycles for transport and recreation. In particular, Bikewest provides advice and assistance in the following areas:

- Planning/engineering of bicycle facilities
- Bicycle safety and education programs
- Bike Week & other bicycle rides and events
- Bicycle maps and information brochures.

Other major roles of Bikewest are to increase public awareness of the advantages of bicycle use, and to act as a catalyst for the expenditure of funds on cycling facilities by other authorities such as Main Roads WA and the local government authorities of this state.

For more information on any of these issues please contact:

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Also send me your news on bicycle issues, any gripes you have on cycling to work, suggestions, ideas, cartoons, etc. etc.

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