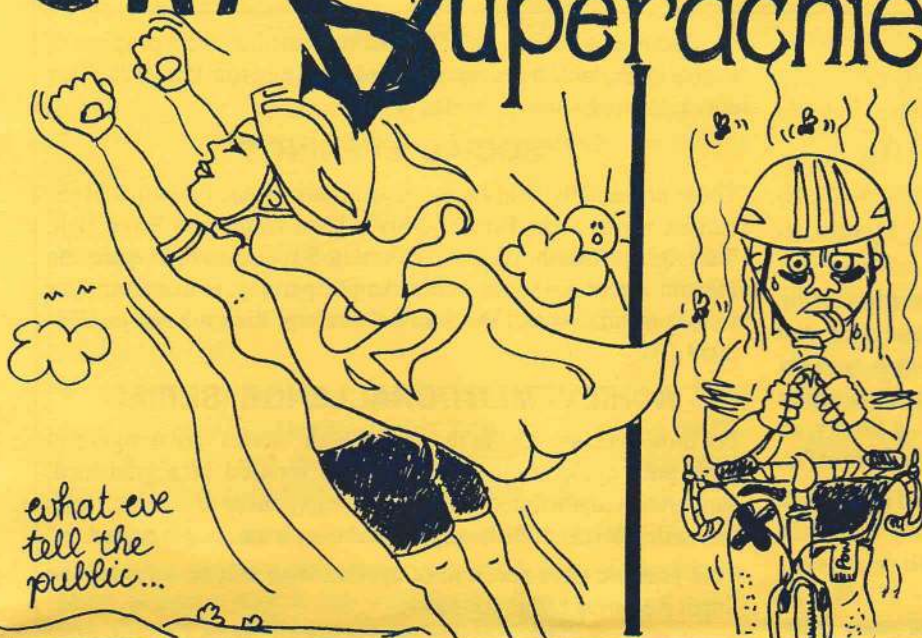


CTA Superachiever



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JK

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

Volume 120

October/November, 1994

EDITOR: Roger Stevenson

ANNUAL GENERAL MEETING

On Sunday, December 11, at Ernest Johnson Oval Guide and Scout Centre (just off Pilgrim Street in South Perth).

Morning Tea 10.00am, meeting 10.30am

AGENDA

- * Minutes of 1993 AGM
- * Reports from President, Treasurer, Rides Coordinator, Social Secretary, Administrator, Newsletter editor, HeritageTour 1994 Sub-committee.
- * Superchiever/Challenge Award recipients
- * Cycle tourist of the year award
- * Ride of the year
- * Newsletter article of the year
- * Election of Office bearers for 1994
- * General business

CYCLE TOURIST OF THE YEAR AWARD

Nominations are called for the Cycle Tourist of the Year 1994. The award is made by the club to the member who, in the opinion of the membership, has contributed most to cycling and the CTA throughout the year, whilst setting the highest standards in terms of ability and attitude towards fellow cyclists. Past recipients cannot be renominated. 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	1986 Ron Bowyer
1979 Wayne Lally	1987 John Sherwood
1980 Neil Porteus	1988 Martin Bunny
1981 Mark Bettell	1989 Kleber Claux
1982 Dale Neill	1990 Arie Lemson
1983 John Martin	1991 Brett Rutherford
1984 Ian Hore	1992 Simon Koek
1985 Bob Stockman	1993 Mark Nilan

RIDE OF THE YEAR

This is an opportunity to nominate your favourite ride, or weekend away to ensure its included in next year's calendar. It not only helps us to ensure you get what you want from the CTA, it also gives us the chance to show our appreciation to the ride leader.

ELECTION OF COMMITTEE MEMBERS FOR 1995

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

PRESIDENT ON PAGE ONE

Nominations are being asked for the Cycle Tourist of the Year as recognition for work performed on behalf of CTA members and cycling in general. Many people have actively pursued cycling endeavours during this past year (and previous years), and now is the time to give them a pat on the back. Although many people have excelled in Audax, solo tours etc, it is the people that have performed for you - the members - that we should be applauding! Please think about it for the AGM.

At last the Super Achiever/Challenge series are over, with many gutsy performances to admire and many map-reading skills to feel sorry for! There were no major problems (apart from red faces on some of our "lost" members who have done the rides before) and everyone seemed to enjoy most of the rides. The combined CTA/Audax 200km and 300km rides were a success from the point of view of numbers and availability of support at the control points. This would seem the way to go unless we can generate a lot more people interested in the longer rides. The list of successful candidates is inside the newsletter — my congratulations to you all. There is more inside, but 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.

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.

Steven Archer	Mark Boulton	Melanie Boulton
Jennifer Curnow	Natalie Curnow	Sophia Curnow
Millicent Curnow	Shane Dewar	Duncan Faux
Andy Skreiner	Robert Swain	Renee Webster
Brian Willis	Sharon Wood	

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.

This year we have seven idiot cyclists who will be awarded the Super Achiever badge for 1994:

Jenny Bailey*	Steve Blackburn*	Peter Fallon
Peter Lundy*	Marian Mayes	Debbie Selfe*
Andrew Woodroffe		

(* braindead - completed all rides and eligible for either award)

We can also congratulate five intrepid souls who will be presented with the Cycle Challenge Award for 1994:

Amanda Annells	Jose Arregui	Dennis Braddon
John Meakin	Roger Stevenson	

In all we had 57 people riding 162 rides within the series — a great success in anyone's language!

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 not 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)

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*

High Carbohydrate Source, 512

* note that we are currently buying the 600g tins until we can get stocks of the 1.5kg bags (we currently are paying the same price for the tins as for the bags!)

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

★ Giant Kronos 21" 1993 model with kevlar tyres, computer, lights and rear pannier rack. As new condition, extremely low km's, spare set of tyres, tubes and spokes. Sale price \$600 - Contact Peter Lundy on 247-1625 [H]

★ Trek 750 Hybrid 52cm. Chrome-moly frame, Suntour XCM gears, DiaComp XCM brakes, Matrix 700c rims, Scott AT-4 handlebars, front and rear pannier rack mounting bosses-Very good condition. Sale price \$800 ONO. Phone Sue 458-3078 [H]

★ Profile flip-up Air-Strike aero bars, cost \$200, sell \$80, Shimano SRT-500R Grip-Shift gear change controls, \$30, Rear wheel (complete), Shimano 400CX hub with TREK Matrix rim-good condition. Contact David Lewis. Phone 377-1122 [H]

★ Shimano SPD mountain bike pedals-good condition, \$80. Contact Bev on 339-2821 [H]

★ Italian 'Olmo' lightweight racing bike 60cm frame. Columbus tubing, Campagnolo Record groupset with Shimano 600 rear derailleur, Mavic CD4 rims, DT spokes, Continental tyres, and Cateye Vectra computer makes for over \$2500 replacement cost. You will be the proud owner for just \$1000. Contact Roger on 221-1288 [W] or 221-4265 [H].

★ Maps available. At last you can purchase the Ride and Discover map from the club member who drew it with cycle touring being the main target audience. Also available are the Perth Bike maps which show recommended road and path routes in the metropolitan area. All maps \$4. Phone Noel on 293-1305 [H].

SOUTH AUSTRALIAN PANNIER TOUR**24 March to 9 April 1995**

Thanks to the assistance of the South Australian Touring Cycling Association, we now have all distances and a route finalised for the pannier tour next year. Numbers will be limited to fifteen, but the tour is not reliant on a minimum number to go ahead. It will take us through the Clare and Barossa Valleys, homes to some famous vineyards, (b)oozing history, cottage industries, and beautiful scenery; to the copper mining town of Burra; and the Fleurieu Peninsula, with its spectacular coastline, lakes and surprise, surprise, vineyards!

Hardy's, Orlando, Peter Lehmann, Wolf Blass, Yalumba, Penfolds, Andrew Garrett, are names familiar to all of us and some of the enormous array of wineries we pass along the way. We also traverse many an historic township, and some very famous walk trails. And, dare I say it, there ARE hills!

The route offers a range of accommodations and while we would encourage you to give tenting a go, it is not a pre-requisite to joining the tour, nor do we expect you to eat tranga food each night! And if you don't want company, this is not for you!

Air fares: Discounts are available for groups of ten or more, and according to current pricing the airlines have quoted us the following figures for March/April 1995 of \$349.00 (discount return).

<u>Route:</u>	DAY 1 Adelaide -Gawler	by train
2	Gawler-Auburn	66km
3	Auburn-Clare	24km
4	Clare-Burra	42km
5	Burra-Kapunda	87km
6	Kapunda-Lyndoch	56km
7	Lyndoch-Hahndorf	63km
8	Hahndorf-Goolwa	72km
9	Goolwa-Normanville	48km
10	Normanville-McLaren Vale	38km
11	McLaren Vale-Clarendon	40km
12	Clarendon-Adelaide	22km

This will give us three rest days to plan with the group. The final common pathway will be decided upon by the tour members at our first meeting.

Accommodation prices will vary between \$250-\$500 for the 15 days depending on availability and desire. Add to this food and spending money and average cost of the whole package could be \$1500.

At \$100/day this is still a cheap and fun way to spend a vacation!

A detailed itinerary, map, and entry form are available on request, and closing date for applications is 7 January 1995.

ORGANISER: Jenny Knight PH: 339-3196 (H).

Tours and Rides update**TEN THOUSAND IN EIGHT CHALLENGE/
ACHIEVEMENT RIDE (AUGUST 28TH)**

A crisp cool morning greeted those 21 cycling aspirants on Sunday morning with the promise of perfect riding conditions for this

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premier event in our Club cycling calendar.

On the initial steep climb up Peet Road at the start of the course, riders naturally split into small clusters. I found myself riding with Dennis Braddon and Colin Farmer - two veterans of this ride- with whom I rode for most of the distance. Later I caught up with Jenny Bailey and rode with her for some distance, listening to the marvels of her new 'steed' she hopes to be riding soon. Later on, after our exciting descent down to Canning Dam; Craig Abernethie caught up with our small group to ride with us for a period. His seat height must have been adjusted "just right" since he was going like a train and stated he had "gone like the clappers" to catch us up!

The climb up Mills Road was made much more enjoyable due to the temperature being significantly cooler than last year. I halted briefly at the top for a comfort stop and confirmed the correct route with Dennis who had just passed me. Luckily I had; since I could have just as easily followed Colin (who unfortunately mistook the route and took a wrong turn to wind up back at Brookton Highway - missing out Turner Road altogether).

This was my first attempt at Turner Road, and what an experience! The view, after negotiating (if that is the correct term for panting up this heart stopping gradient) was magnificent! The only trouble was that just as I was getting up steam again I was almost attacked by a 'four legged fiend' intent on protecting his nearby master's residence. I managed to deter the attack on my nearest ankle by a startled 'yell' and accelerated out of the dog's way. I hear that by the time other riders tackled this stretch of road the canine was safely deposited behind the swimming pool fence and forced to vent his ire in furious barking at the cyclists from a safe distance.

At the top of Turner Road, I met up again with Dennis and continued the ride in his company. Patterson Road did not hold quite the same terror for me this year- apart from the fact that I missed a change down to my "Granny Gear" about two-thirds of the way up and came to a grinding halt. My attempts at starting off again would have done Andrew Woodroffe proud. At that low gear ratio the front wheel persisted in lifting alarmingly as if I were attempting an enormous "Bunny Hop"-an amusing sight for Dennis but quite a trauma for me!

The final coast down the Albany Highway to Armadale and then back to Kelmscott was accomplished in seemingly no time at all for the finish of this challenging but most enjoyable ride. Congratulations to all those completing what must be one of the toughest rides in the whole cycling calendar.

Those successfully completing the course were:

Craig Abernethie	Amanda Annells	Jose Arregui
Jenny Bailey	Steve Blackbourn	Dennis Braddon
Andrew Candy	Malcolm Clark	Noel Eddington
Mark Elliott	Peter Fallon	Duncan Faux
Peter Lundy	Marian Mayes	John Meakin
Debbie Selfe	Roger Stevenson	David Uren
Andrew Woodroffe.		

THE 'CLASSIC 200' COMBINED CTA/AUDAX RIDE SUNDAY AUGUST 7TH

Ideal weather conditions were experienced on this ride and at this time of the year the route was particularly attractive with lush greenery in the fields, and wattles bordering the roadside through the Chittering Valley in a profusion of yellow bloom - a true presage of forthcoming Spring. Mark's thoughtfulness in organising two support vehicles worked magnificently- catering for a variety of riding styles and pace. On the longer distance rides there is nothing more appreciated than having your food/spare gear transported for

you and a piping hot beverage of your choice at the control points. Our first control at Bindoon set us up for the challenging climb up Bindoon Hill before turning right. In fact the 'cuppa' at Bindoon was much more refreshing than the usual Audax Control stop at the top of the hill.

The rolling country between Keaney College and the Toodyay turn-off at Dewar's Pool was a further test of the legs. This was more than compensated for by the exhilarating downhill stretch just before the final run into Toodyay.

Our second control at the Ampol Cafe was made almost too comfortable with chairs and tables under spreading shade. Only the challenge of the climb up Toodyay Road inspired me to overcome the strong desire not to move from my comfortable chair. A number of the CTA riders (who shall remain nameless to protect their reputations) even stayed at this spot for over an hour drinking in the perfect conditions. Even despite this dalliance they still finished the ride well within the time limit - a true indication of the perfect weather conditions.

I for one found the tail wind along the plateau of Toodyay Road a real boon. I was even cruising at 45kph - a feat totally out of keeping with my usual riding skills! It was magnificent feeling as though (for a fleeting moment) that you were able to compete in the Tour de France! The final added bonus was the thrill of the downhill sweep of Red Hill into Midland. This is something that I never tire of, no matter how many times I ride this road.

Heartiest congratulations to all those intrepid cyclists completing this 'Classic' challenge. They were :

Amanda Annells	Jose Arregui	Jenny Bailey
Steve Blackbourn	Dennis Braddon	Malcolm Clark
Mark Elliott	Peter Fallon	Barbara Farmer
Colin Farmer	Ralph Horley	Peter Lundy
Marian Mayes	John Meakin	Mark Nilan
Sue Nilan	Debbie Selfe	Roger Stevenson
Ann Wilson	Andrew Woodroffe	Robert Zwickelberg.

SWAN VALLEY TOUR - OVERNIGHT AND DAY TRIP TOUR NOVEMBER 19-20

This will be a leisurely re discovery tour of Perth's best kept secret- our very own Swan Valley. Distance travelled will be a very relaxed 40-50km per day, so that all your energies can be reserved for dining relaxed riding through beautiful surroundings and socialising en route. Our overnight stay will now be at either the Caversham Village or Guildford Caravan Park and cabin accommodation on site (share 4-6) will be available in limited numbers for those who do not wish to bring camping gear. Start at the Causeway Car Park 8.30am sharp Saturday 19th November. Early reservations are required for cabin accommodation so please ring me to secure a place. Plans are to hold a Saturday evening meal together, at one or other of two local restaurants and superb venues have been surveyed for a relaxed 'al fresco' lunch on both days. A variety of craft/art establishment visits are on the itinerary and a possible tour of the Settlers Co-operative dried fruit processing plant and a winery tour are also included highlights. As well we have lined up a number of other attractions, depending on available time and group inclination. Numbers will be strictly limited for the tour due to the necessity of pre-booking for lunch and dinner venues - so please register your interest EARLY to ensure a place. This particularly applies to 'day trippers' as well. A very pleasant scenic socialising tour is assured- so don't miss this one!

Organiser: Roger Stevenson Ph: 221-4265(H) 221-1288(W)

Technical Topics.

(This month's topics come from a past 'luminary' of our Club, Bob Stockman.)

CADENCE...OR HAVE YOU GOT YOUR RHYTHM RIGHT?

How often have you watched and envied a bicycle rider who appeared to cover long distances without apparent effort and thought he/she must be super fit? The chances are that they may not be a great deal fitter than you but that they have harnessed their body's natural rhythm to make riding much less tiring.

The modern multi-gear bicycle is equipped with a wide variety of gears to enable the rider to maintain an optimum cadence under all road and weather conditions. For touring the average rider will need gears from about 36 inches to a maximum of around 100 inches; which rules out the racing type 13-17 tooth rear gear cluster.

The most common misconception among novice cyclists is that to get exercise one must push the pedals against great resistance ie remain in a high gear. For the average cyclist a cadence (the speed at which the pedals are turned) of 60-80 revolutions per minute should be aimed at. As fitness increases this may be increased to around 90-100 rpm (racing cyclists often maintain around 120 rpm for long periods. In fact before multi-gear bikes became available, racing cyclists were achieving times of a little over an hour for 25 mile time trials on fixed wheels of less than 80 inch gearing!

An effective way to monitor your cadence (and also to make riding more interesting) is to select a piece of flat road and count the number of times one pedal goes down during one minute. Soon the rider knows roughly his own optimum cadence which should generally be always maintained, but as a motivation towards increasing fitness the cadence can be gradually increased.

It is important that you do not drop below a base cadence of 60rpm under most conditions - not only on flat ground. When riding into a wind or up a gradient one should shift into a lower gear before it becomes necessary and pedal faster to maintain a reasonable road speed. This makes the energy sapping practice of jumping on the pedals whilst out of the saddle obsolete.

Finally, a word of warning to those who persist in riding too high a gear. This is a sure-fire way to develop knee trouble later. So, go out and spin those pedals!

(Editor's note: For those lucky cyclists owning a cycle computer fitted with a cadence function the task is a very easy one - just press the appropriate button and there you have the information right before your eyes!)

ROUTINE BICYCLE MAINTENANCE

OR HOW TO KEEP YOUR RUNNING COSTS DOWN.

If you use your bicycle daily you should check it over every week or fortnight to ensure your safety on the roads. The following topics can serve as guidelines for your maintenance work: tyres, brakes, steering, wheels, chain, pedals, saddle, lights and lubrication.

Tyres

Are your tyres set at the correct pressure? Never ride with under-inflated tyres as this will cause excessive tread wear. Over-inflation can also cause excess wear and could lead to a premature puncture, or even worse, a tyre blow out with disastrous results!

Most cycle manufacturers recommend that cycle tyres be inflated until they feel hard when pinched with the thumb. If you have a comfortable ride without too much bounciness then the pressure is just about right. These days cycle tyre manufacturers of most tyres include the recommended inflation pressures on the tyre sidewall. So if you adhere to these you really cannot go wrong. The purchase of a tyre pressure gauge, for this purpose takes the guesswork out of properly inflated tyres (and this item will not usually cost more than a few dollars - a very worthwhile investment in peace of mind!). Just ensure that the gauge you buy does in fact fit your type of inner - tube valve as there are several different sorts - and it is most frustrating discovering that your new purchase does not fit your cycle valve type.

The tread on your tyres should be checked regularly for any signs of wear. If either tyre looks at all worn, then don't hesitate to replace it - particularly when you are winter riding.

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A tyre with little tread on it will slide as soon as the road becomes a little greasy: so if in doubt throw it out. Tyre walls should also be examined - anyone who has run up against a kerb should always examine the tyre to check for any signs of damage.

Any foreign body within the tread itself or sticking out of the tyre must be removed. As well, if you have the misfortune to wind up with a puncture always check the tyre interior (carefully of course!) for the source of the 'flat' and then remove any thorn glass sliver or other foreign body otherwise, you will most probably wind up with another puncture immediately you re-inflate the tyre. Don't forget - you ride on your tyres and your safety depends on how they are adjusted pressure wise and generally maintained.

Brakes

It's all very well being able to ride, but it is entirely another thing to be able to pull up safely and without drama. Always make sure that the brakes work well when properly applied. Your rims should be kept dry and clean - oil on the rims can be best removed with a clean cloth moistened with methylated spirits. Either brake when applied should bind hard and straight on the rim with no tendency to overlap either the outer or inner edge of the rim.

Brakes need regular checking. There is no point in trying them to see if the brakes are working just when you are really in need of them. It is a good policy particularly in wet weather to apply the brakes often to ensure they are in good working order - especially before going down a steep hill.

Under normal conditions the front brake should be slightly firmer than the rear since the effect of applying this is to transfer your weight onto the handlebars and the front wheel. This will also stop the back wheel from locking and sliding around. Make sure that the brake shoes themselves are adjusted to grip on the central portion of the wheel rims and not rubbing on the tyre wall. If the brake shoes need changing then do so immediately. It is dangerous to play around with things such as brakes! They either work or they don't and here a dollar or so may mean the difference between arriving home safely or not.

Editors Chit

Welcome to Spring and the opportunity of stowing our Winter wet weather gear, to break out the summer riding gear (well almost!). After servicing our bike we can then really look forward to balmy early Summer rides in the wildflower festooned hills. What could be a more pleasant prospect?

By the time this newsletter goes to print, all the Challenge/Achiever series rides will have been completed unless you are one of those

unfortunate souls who have to join in the 'One you Missed' ride in late October. Congratulations to all those successful riders aglow from their recent exploits. The real pleasure awaits you in the presentations at the AGM. Good weather has been a feature of the vast majority of these rides particularly the 'Classic 200' and 'Ten Thousand in Eight' rides. The perfect riding conditions have made these rides just so much pleasure.

With this issue is included an updated draft of our Club Constitution for discussion and ratification at the CTA Annual General Meeting. The major changes, 'Family Membership', student and dependant memberships, have been proposed to simplify these sections of the Constitution and reduce the potential for misunderstanding which have created numerous difficulties in the past. The changes have been marked beside each of the paragraphs (proposed to be altered) just to make things easier for members.

Our Club Social evenings have continued to set a very high standard and I know that they have really been enjoyed by all members attending. The evening put on by the outdoors adventure group, 'Totally Wild' was a really inspiring one with a prospect of a combined cycle touring/adventure weekend being organised via the combined talents of our own pannier touring sub-committee and 'Totally Wild' for the not too distant future. We will keep you posted on developments. The bicycle maintenance evening put on by David & Sally of Mount Cycles was an informative and very entertaining one. A great deal of interest was shown in the vast array of cycling 'goodies' brought along by David as a display of what is currently available.

Planning for the 20th Anniversary Dinner is well advanced and the restaurant and exciting menu, is almost finalised. For an expected cost per head of around \$30 with complimentary drink on arrival and the opportunity to 'BYO', a very enjoyable and reasonably priced evening is assured.

Another social event not to be missed is our Club Auction in November. Our esteemed Social Secretary is expecting the participation this year, of the majority of our cycle shop newsletter advertisers. This will add an element of intrigue and anticipation over the goods to go under the hammer. So start filling your piggy banks for this important social event.

Finally on the social scene our next progressive dinner is scheduled for mid November. This promises to be as equally well attended and just as enjoyable as these evenings in the past. If you haven't been on one of these 'Magical Mystery Gourmet Tours by Bike' you honestly have missed out on a great deal of fun and enjoyment.

One further reminder on upcoming rides: The Swan Valley Tour set for the 19th and 20th of November is in the planning stages. This is to be a combined two day tour visiting one or two of the well known

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wineries in our beautiful Swan Valley; with camping overnight at the Guildford Caravan Park for those joining in as full pannier tourists. Those who do not wish to push heavily laden bikes are more than welcome to join us on either day. Please keep this weekend free since the weather will be superb and the scenery and convivial atmosphere of the places we visit will guarantee a most enjoyable weekend.

Well that's all for the present. Pleasant and trouble free cycling.

ROGER & OUT

ON YOUR BIKE REUNION PICNIC

SUNDAY 20 NOVEMBER

Meet at Richardson Park in South Perth at 12.00 noon for a get together and picnic. This is your chance to swap pictures and yarns or brag about how easy you found the rides. BYO everything but remember that you don't even have to bring a bike!

Summer Bummer

Beware, its that time of year again

People are watering the bitumen

Why they do it, I dont know

Perhaps its more car parking they want to grow.

Andrew Woodroffe

Keep up with the latest breaking news on all cycle related matters - whether your interest is in MTBs, Touring, Time Trials, Road Racing, or gizmos and gear. Listen to the experts (and occasional CTA dumbos) as they bring you what is happening in WA and the world.

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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!

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 onto 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

NOVEMBER 5 PROGRESSIVE DINNER #2 NORTH OF RIVER

20km, easy pace, flat terrain. A traditional progressive dinner by bicycle of course. 3 courses at 3 locations fully catered food. BYOG or softdrinks. Vegetarian and meat dishes are provided. Ring the organisers for more details.

Organisers: Simon Koek Ph: 271-2959, Mark Nilan 397-0804

NOVEMBER 6

DOBBED IN AGAIN RIDE

40km, easy pace, flat terrain or 85km, touring pace, hilly/flat terrain. Two rides offered:

Ride 1: 85km. Meet at the Midland Town Hall at 8.00 for a 8.30 am start.

Ride 2: 40km. Meet at Giddegannup Garage on LHS at 9.30am for a 10am start. Meet the riders from Midland before meandering through to Lake Leishenaultia and lunch. Bring your swimming togs too!

Leader Peter Lundy Ph: 247-1625

NOVEMBER 6

INFORMAL RIDE

Meet at the Causeway Carpark at 8.30 am to decide the ride route.

NOVEMBER 12 THE PUMPHREYS BRIDGE WANDER

AUDAX 400km. Meet at the home of John and Aileen Martin in Pickering Brook at 3.30am for a 4.00am start. Pickering Brook, Karragullin, Kelmscott, Armadale, Bannister, Boddington, Crossman, Dwarda, Pumphreys Bridge, Narrogin, Brookton, Karragullin, Pickering Brook.

Organiser: Tom Freeman Ph: 298-8226

NOVEMBER 13 JARRAH JAUNT TO JOONDALUP

40km, easy pace, flat terrain. Meet at the Warwick train station at 8.30am for a 9.00am start. Join Tony on a pleasurable jaunt through some northern suburbs to Joondalup with a devonshire tea on the way.

Leader: Tony Humphreys Ph: 447-9014

NOVEMBER 13 NOVICE INTRODUCTORY RIDE #1

10km, easy pace, flat terrain, PROSPECTIVE MEMBERS ENCOURAGED TO ATTEND. Meet at the Causeway carpark, city side of river at 8.30am for a 9.00am start. This ride is designed to introduce those people who have dusted off the bike for Spring, or who ride to work on occasion, to experience the social interaction of cycle touring. A morning cappuccino and cake are planned wherever it takes your fancy.

Leader: Maria Antonas Ph: 444-3951

NOVEMBER 19-20 SWAN VALLEY PANNIER TOUR

This is a full pannier tour of the Swan Valley. Vinyards and other points of interest will be visited. First time tourists are encouraged to join in. Tents and cooking equipment are essential, but if you haven't got all the gear then sharing equipment may be available. Phone the ride Leader for more details.

Leader: Roger Stevenson Ph: 221-4265

NOVEMBER 20 LET'S FIND THE TOURISTS

50km, easy pace, flat terrain. Meet at the Midland Town Hall at 8.00am for a 8.30am start. This is an opportunity to meet fully equipped pannier tourists in their element. Learn how panniers are packed, tranguis are used, tactics on the road etc as we meet up with the participants on the Swan Valley Pannier Tour happening this weekend. A joint effort will be made by the tourists and the visitors to eat one of the local Cafe's out of devonshire teas.

Leader: Mark Nilan Ph: 397-0804

NOVEMBER 20 INFORMAL RIDE

Meet at the Causeway Carpark at 8.30 am to decide the ride route.

NOVEMBER 27 CTA 20TH ANIVERSARY COMMEMORATIVE RIDE

10-30km, varying pace, flat terrain. Meet at the Kings Park Log carpark at 8.30am for a 9.00am start 20 years ago. Kings Park was the site of the first CTA ride. Wayne Lally was the ride leader and he returns today to lead the same ride 20 years on. We would like to encourage all riders of all abilities to join this ride. Varying distances and paces are offered in the true spirit of the CTA. This is an event not to be missed.

Leader: Wayne Lally Ph: 430-5414 or Mark Nilan 397-0804

DECEMBER 4 BUG ER OFF WITH AMANDA

60km, bug-eyed pace, hilly terrain. Meet at the Midland Town hall at 8.30am for a 9.00am start. Experience a climb and a beetle through the hills around Kalamunda. Return via the ZIG-ZAG after a mite (woops) I meant... bite to eat in a hillside Cafe.

Leader: Amanda Annels Ph: 349-8656

DECEMBER 4 NOVICE INTRODUCTORY RIDE #2

10km, easy pace, flat terrain, PROSPECTIVE MEMBERS ENCOURAGED TO ATTEND. Meet at the Causeway carpark, city side of river at 8.30am for a 9.00am start. This ride is designed to introduce those people who have dusted off the bike for Spring, or who ride to work on occasion, to experience the social interaction of cycle touring. A morning cappuccino and cake are planned wherever it takes your fancy.

Leader: Maria Antonas Ph: 444-3951

DECEMBER 11**AGM RIDE**

Meet at the Raffles Hotel car park at 9.00am for a trip along the river to end up at the AGM in South Perth.

Leader: Steve Blackburn Ph: 313-2814

DECEMBER 14**THE RIVER BY MOONLIGHT**

Note: Wednesday Night Ride - Lights and reflective vests essential. 25km, easy pace, flat terrain. Meet at Raffles Hotel Carpark at 6.30pm for a prawn patrol and a light dinner and/or coffee. Desert, of course, is mandatory.

Leader: Sue Nilan Ph: 397-0804

DECEMBER 18**THE FALLON FASTY**

80km, moderate/fast pace, flat terrain. Meet at the Carriage Coffee Shop, Fremantle Esplanade at 7.30am for an 8.00am start. Ride through Fremantle and Kwinana to Rockingham by a circuitous route. Have a bite to eat before returning via the coast with a following sea breeze.

Leader: Peter Fallon Ph: 360-2232

DECEMBER 18**PICNIC AT HANGING ROCK**

30km, easy pace, hilly terrain. Meet at lower corner of Crystal Brook Rd and Welshpool Rd in Wattle Grove at 8.00am for a 8.30am start. Cycle into the hills to sit atop Perth's little known hanging rock. Purchase eats on the way and have morning tea with one of the best views the hills have to offer. YOU MUST BRING A BIKE LOCK or share one with another rider.

Leader: Mark Nilan Ph: 397-0804

DECEMBER 26**INFORMAL RIDE**

Meet at the Causeway Carpark at 8.30 am to decide the ride route.

DECEMBER 26**MT PLEASANT RAMBLE**

Note: Night Ride - Lights and reflective vests essential. 30km, easy pace, flat terrain. Meet at the Raffles carpark for a 6.00pm start. Meander through Mt Pleasant to Freo for a light dinner before returning via a moonlit river on a perfect summer's night.

Leader: Simon Koek Ph: 271-2959



Bikewest

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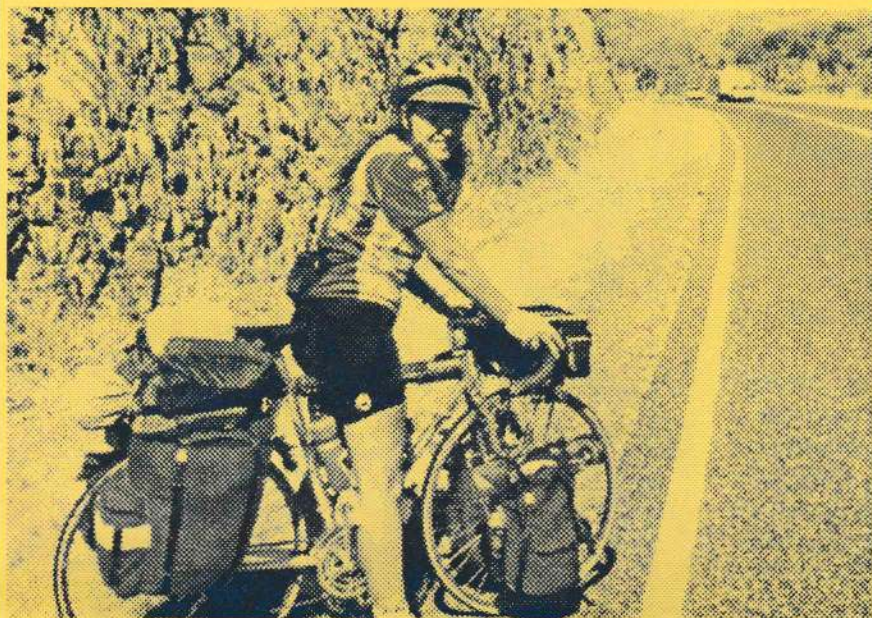
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VICE-PRESIDENT: Jenny Knight	339-3196 (H)	RIDES CO-ORDINATOR: Mark Nilan	397-0804 (H)
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TREASURER: Peter Lundy	247-1625 (H)	SOCIAL SECRETARY: Simon Koek	271-2959 (H)
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CORRESPONDENCE To P.O. Box 174 WEMBLEY 6014

FOR MEMBERSHIP DETAILS CONTACT THE TREASURER



A VET GOES NORTH

A saga of CTA member Marian Mayes' trip from Perth to Darwin during June/July of this year

On 19th June 1994 I set out on a solo pannier trip from Perth to Darwin. I had a time limit of five weeks at the outside, since I had to be back at work on 23rd July. If I could adhere to the schedule I had drawn up, this would have given me about five spare days to frivolously squander as I saw fit.

The account of this trip will probably be appearing in the next "Australian Cyclist" so I thought I would aim this article more towards the equipment I used and a discussion of what worked for me, and attempt to answer some of the questions people have been asking me. As we have all discovered, the gear each individual carries has to be adjusted for each trip. I start with a very long "master list" but don't carry all this gear on every trip. On this trip I started out in midwinter in Perth and travelled to the tropics in a short space of time. I wanted to take minimal clothes but had to carry a range of clothing to suit the conditions I would encounter.

I lived in my raincoat for the first three days, but on the fourth day the weather began to clear a little. It had been my intention to post my raincoat and other warm clothing home when I no longer needed it. This did not eventuate, mainly because I never got near a post office during trading hours until I reached Kununurra, but partly because I did need my warm clothes at night for the whole trip. I did not use my raincoat again after the fourth day.

The most salient feature of the whole trip was the strong incessant headwind. Some days my speed was between 9-11 km/hr most of the day and to achieve 140 km in a day I had to work hard. This meant that my daily distances were much lower than I had planned.

I took three sets of cycling shorts and shirts. As everybody knows, the nicks are the most important item of clothing for a long trip. Shortly before I left home I purchased a pair of specially designed (American) ladies cycling shorts. The other two pairs were standard men's style. The men's shorts rubbed and caused blisters even though they were more padded than the ladies. The ladies shorts were comfortable and caused minimal rubbing. The difference is obviously not the amount of padding, but the fact that the padding was in the right place. Why have we put up with this for so long ladies? Towards the end of the trip when it was warm enough for washing to dry overnight I was using the same pair of shorts most days.

Another useful item was a pair of Teva Teradactyl sandals purchased from Paddy Pallins.

These sandals have two distinguishing features (apart from the high price tag). (1) They are the most comfortable sandal I have ever

worn and (2) They are the ugliest I have ever worn. They can be used for bushwalking, rock climbing or just walking round town. They can be worn with socks to prevent mosquito bites (if you don't mind looking like a dork) and they seem to fit the specification for "Kimberley Formal" which is the dress standard for most bars and restaurants. They travel well strapped to the top of the panniers and they don't mind getting wet, either in the rain or in the shower.

The heaviest luxury I allowed myself was a field guide on birds and a miniature pair of good quality binoculars. These weigh only a few grams and fold

up to about 8cm square. It did occur to me that the field guide could have been pulled apart and rebound so that I only had to carry the essential parts for bird watching in the field. It holds a lot of information that could have been looked up later from my notes. I also carry a novel with me but tear the pages off and dispose of them as I finish with them.

The most important problem of weight was caused by the amount of water I had to carry. On some stretches I needed to carry 12 litres if an overnight camp was involved. I also had to make sure I had enough food for several days. Most of the roadhouses only carried minimal supplies, and I could never be sure a roadhouse would actually be open when I arrived. I carried my spare water in wine cask type water bottles (purchased from Paddy Pallins) in a bag on top of my tent on the rear carrier. This system worked well, as the bottles were light and folded quite flat when not in use, and were readily accessible when needed. The bag in which I carried them was a \$10 backpack which I purchased in Geraldton and threw away when I reached Darwin.

I had been unable to decide whether to take a Trangia or rely on fires for cooking but decided on the Trangia. I am glad I did because in many places firewood would have been hard to find and fires were banned in a lot of places. The only problem I had on the whole trip was caused by my tyres wearing out just before reaching Sandfire. I only carried one spare folding tyre. This was enough to get me to Sandfire but I had to waste a day waiting for tyres to be sent from Broome. In hindsight, it obviously does not pay to try conserving weight by not carrying spare tyres.

My bike is a hand built touring bike by Milton Jones. It is made of Reynolds 531 tubing and has Blackburn carriers front and back. I use Wilderness Equipment panniers and carry a day bag on the front rack, not on the handlebars. I have a Sierra tent, a Traveller sleeping bag and a Therm.a.rest mattress. Despite what people say about Therm.a.rests I find them most uncomfortable and only managed one full night's sleep while camping. I preferred to stay in motels or cabins in caravan parks. I camped out on about eight occasions during the trip.

One item which I used constantly was my space blanket. This rolled up and clipped to the top of one of my lowriders. I used it constantly to sit on during my rest stops. I used it for warmth when needed at night and on one unpleasant occasion to cover an accident victim during a four hour wait for an ambulance 300 km from the nearest town. I will never again tour without one.

On this trip my daily average was disappointingly low due to the headwind. I only averaged about 140 km/day, and had to work really hard to achieve it. The overall distance was 4,347 km. On most days I left at about 6.30 a.m. and often didn't finish until after dark. I usually make about 3 stops to eat during the day and keep all other stops to a minimum. It took me four weeks and six days to complete the ride. I arrived in Darwin on Friday 22nd July and had to be back at work on the following Monday, so after all my effort I didn't really get to see Darwin as I had to catch a plane the next day. The only rest day I had was at Sandfire when I had to wait for tyres to be sent from Broome.

I have had to deal with the problem of getting myself, my bike and all my luggage on a plain single handed several times now. I purchase 2 large bags of heavy fibre. They are the striped red white and blue bags which cost about \$5.50 each and are available from almost any supermarket or hardware shop anywhere in Australia. I divide my panniers, and other equipment as evenly as possible between the two bags. I always carry a mini back pack for small personal items on the plane. This is often useful for carrying food from shops to camping grounds on the trip as well. When travelling from home by plane I usually wrap my bike frame in foam insulation which is split down the middle to wrap round each bar, but when travelling in the other direction, or by bus I have found newspapers wrapped round each bar and secured with tape protect the bike just as well. I turn the handlebars round if I can but find the pedals are usually too tight for me to take off. If I can commandeer a luggage trolley at the airport I can usually manage the lot without having to take my eyes off my bike.

People often ask me if I get bored, and what I think about on my solitary trips. I find I don't often get bored. Like most vacuums my mind usually fills with some trivia. On some days when the going is particularly hard I have to make a conscious effort to take my mind off the pain and keep my eyes off the computer. If all else fails, you can always organise a debate with yourself taking both sides. I tried the topic "Blue heelers do have a useful role in society" but couldn't think of a single argument for the affirmative. Try reciting poetry or recalling Italian verbs. Compose a letter to a member of parliament protesting about the number of disposable nappies that litter the roadside, or any other pet subject that is on your mind. Above all NEVER think about work.

MM

SUGGESTED CHANGES TO THE CONSTITUTION.

4. The Committee.

Change 'and four other committee members' to 'and six other committee members'. *(Reflects current situation.)*

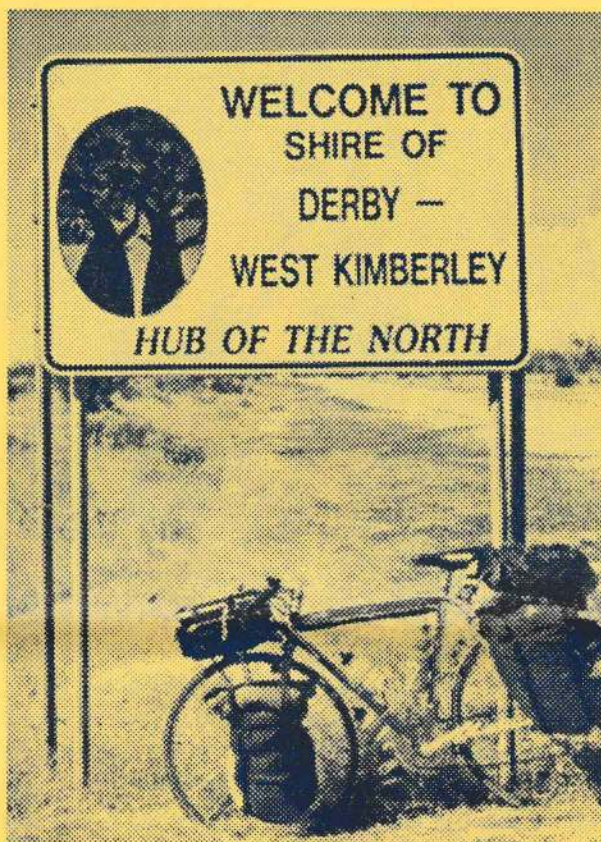
5. Powers.

5.6 Change 'initialise' to 'institute'.

6. Membership.

6.1 General - Delete all after 'Open to all individuals'. *(Reason for change. Current wording allows full-time students under 18 to be members but not others under 18 unless included as family dependants)*

6.4 Change to 'Dependant - Open to any person under the age of 18 years who is a dependant of a General Member, a Student Member, a Pensioner Member, an Honorary Member or an Honorary Life Member.. *(Reason for change. Removes family membership while including all dependants under 18 in club activities. Current definition of family within the Constitution is open to dispute and causes unnecessary conflict - couples, married, de facto, parents*



whose children have left home etc. An alternative may be to create a household membership but this may disadvantage some dependants where only one adult in the family exists or is interested in cycling. Household membership also has implications on who can vote etc. We believe the membership we have proposed here to be the simplest to understand and manage and allows the participation of an important group of young cyclists in club activities. By the age of 18 they can decide to join or leave.)

The dependant member would not be entitled to vote, would not receive newsletters (assumed to have access to the newsletter of the member he/she is a dependant of) but would be able to participate in all club events subject to restrictions on all types of memberships such as minimum age for an event. There should also be a bylaw regarding minimum age for participation without a responsible adult present eg 16.

7. Subscriptions

7.1 Add 'No subscription shall be payable by Dependant Members'.

8. Voting Rights.

8.1 Remove 'Family Member'.

8.2 Change to 'Dependant Members and Affiliate Members shall not be entitled to vote.'

9. Meetings.

9.1.1 Change to 'The Honourable Secretary shall call meetings as and when required and give all Committee Members at least 14 days notice of the meeting.'

9.2.2 Change 'November 30th' to 'December 15th'. *(Reason. Reflects what happens.)*

13. Acceptance for membership.

Change 'committed' to 'Committee'

Changes to by-laws.

Add 7.4 'Any rider under the age of 16 years must be accompanied by a rider who is entitled to be present at the ride or tour, who is over the age of 18 and accepts responsibility for that rider.'