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Western Australia

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

Volume 134 **April/May 1997** **EDITOR: Terry Bailey**

~~IMMORAL~~ VICE PRESIDENT ON PAGE ONE

Greetings and felicitations to you all! You may have thought that you had excised me from this prestigious location in the newsletter, but with our illustrious President Graham in foreign fields (well, Exmouth), the responsibility falls to me, your Vice President to undertake this momentous responsibility (and the fact that nobody else would do it!).

Since the start of the year, the club has enjoyed many activities. Night rides have been especially popular, with attendances reaching 21 participants! We've already had the first pannier tour of the year, which was well attended with 3 new tourists joining in for their first time! Look out for that article in this newsletter.

Bike Week was extremely successful for the club this year. At the Bike to Work Breakfast, many members turned up to help spread the good word. Kleber arrived all kitted up (with his 4 panniers!) and proceeded to disseminate lots of On Your Bike brochures to the enthusiastic crowd. Apart from enjoying a great breakfast, and catching up with quite a few club members, quite a few CTA flyers also went out.

They must have been well received, as we had a great turn out to the Free Bike Week Barbecue that the CTA organised and Bikewest paid for. Many thanks must go to Desama and Rhys, the ride leader Mark, tail ender Terry, and all the other members who helped out. I would estimate the number of participants at 45, and everyone seemed to have a really good time.

The 50km Achievement/Challenge was held on a different course this year. I unfortunately didn't make it, but I understand the headwind on the return trip meant that it wasn't quite as easy as everyone was thinking. Congratulations to all those who participated! Oh, and if anyone's interested in doing the 50km for the One You Missed...

By the time this edition goes to print, the Easter Weekend will be just a fond memory (and a few extra kilos?). The club this year is holding it down in Bunbury - a great base for enjoying quite a few attractions is that area. Not to mention a great area for working off all those Easter Egg indulgences.

The 100km Achievement/Challenge is also coming up, so if (like me) you missed the 50km, you'd better start preparing. The course is (as usual) from Armadale to (almost) Jarrahdale, Serpentine Dam and back. The area is particularly nice (especially around Jarrahdale and Serpentine Dam), and of course this ride counts towards your Superchiever or Cycle Challenge badge.

ANZAC Day this year creates a long weekend and the CTA have organised a tour around the Williams area. The Duffs have very kindly offered us the use of their property, and the area contains a number of quiet, scenic rides, as well as getting away from the more crowded tourist spots. The last tour around this area was the 1993 Wandering Star tour, so this weekend will rediscover some of the highlights of that tour.

Also coming up late in the calender is the Century (160km) Challenge. This will once again be held on the very scenic Lakes turnoff, Toodyay, Northam, York and return course (even though the distance is slightly more than 160km!). This is a very pleasant ride (as it avoids a lot of traffic) and is another step in the procurement of the Cycle Challenge award.

As mentioned earlier, Kleber has been a great chairperson for the On Your Bike tour this year, called Spring On Your Bike Tour '97. The 9 day tour this year starts in Midland, and travels around the Wheatbelt, to such places as Chittering Valley, Wongan Hills and York. My first experience with the club was on the 1990 On Your Bike Tour, which covered essentially the same places. For me, that 1990 tour contains some of the most enjoyable and rewarding cycling I've ever done, and the friendships I made on that tour have lasted ever since. I would urge you to strongly consider going on this tour, and/or recommending it to your friends. (So, Kleber, when do I get my money.....?)

Well, that's enough ramble from me. With any luck, El Presidente Graham will be back in the author's chair, and I'll be back managing the more immoral aspects of the club. I wish you all happy and safe cycling, and hopefully I'll see you on your bike!

Simon

MEMBERSHIP FEES

Just a reminder that at the last Annual General Meeting held on December 1 1996, fees were set for membership as follows:

1. Individual membership	$35.00
2. New members	$30.00
3. Full-time Students/Pensioners	$18.00
4. Dependants under 18	no charge.

Existing members should note that there is a $5 discount on fees (resulting in a $30 fee) if they pay before the end of January 1997. *Note that this does not apply to the student/pensioner membership fees.*

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.

MEMBERSHIP PARTICULARS

All members are asked to confirm their current address and phone numbers with Committee members. If you are lucky enough to move to a bright sparkling new place of abode, please share your good news with us - it makes it so much easier to ensure you are kept up to date with the important things in life!

NEW MEMBERS

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

Ian Ridoutt

Patricia Adamski

Aidan Kennedy

Rhys "Crocket" Greenhalgh

Hope to see you "on your bike" on one of the rides!

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 only be borrowed for 4 weeks by contacting Mark H 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 be critiqued in the Newsletter.

POLICE BICYCLE REPORTS

The Police Bicycle Section would like to hear your reports of harassment, abuse or other serious incidents involving motor vehicles.

In order for the police to investigate an incident, you must be able to provide the registration number of the vehicle involved and the time and place of the incident. A description of the motor vehicle and the age and sex of the driver are also useful. You should always carry a pen and paper on your bike to record important details should you become involved in an incident. If the offense is serious, you should try to obtain the names of other witnesses who can verify your account. You can contact Sergeant Leewangh at the Police Bicycle Section on **222 1923** during working hours.

FOR SALE/WANTED

Members can place advertisements under this heading free of charge and may include anything cycling related.

Woman's Touring Bike, suit height over 5'5". Contarino hand crafted frame, with Sugino RT 15 speed gears, diacompe brakes, araya rims, Michelin World Tour tyres (700x35) and Blackburn rack.
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CTA 50KM ACHIEVEMENT/CHALLENGE RIDE

It was a lovely day at Deepwater Point for the CTA 50km Achievement/Challenge Ride, the first ride of both the Super Achiever and Challenge ride series. This was the premier of the new 50km course which followed the Kwinana Freeway cycle path to Thomas Road and back. Cogratulations to the following who successfully completed the ride.

Craig Abernethie	Mark Elliott
Patricia Adamski	Tony Humphreys
Marion Affleck	Peter Lundy
Terry Bailey	Eric Manning
Bruce Beecham	John Meakin
Kleber Claux	Ian Ridoutt
Ross Cussons	Mark Wilcox
Janet Deverill	Ann Wilson

SMOKEY CAR SPOTTER

Ever notice how difficult it is to breathe when smokey exhaust fumes are choking up the atmosphere? Well here's your chance to strike back! Report smokey vehicles by giving the registration number, make and colour of a smokey car, together with the time and place that you spotted it, to the Department of Environmental Protection by telephoning 324 2835.

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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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EDITORS CHIT

Is it this time already? A few months and another newsletter to type. The flurry behind the last one (and our first) is still lingering in the back of my mind. Here is a little insight into some of the hazards associated with getting the last edition to print.

We eventually received all the articles, too many in fact to be printed in the one newsletter! Terry spent the greater part of a week sitting at his toy and working out the finer (and coarser) details of how this @#^&* thing works. A day off work to finish off and the disk is off to the printers. This is where the real problems start. We have put in strange photos and zipped files and all this takes time. A delayed newsletter folding (and thanks to Janet and Rhys) we manage to get them out by the end of the week.

A few notable inclusions this time are Steve's technical topic (and his chance to try and be witty), a "Sound" article from Mark and a fully detailed Achievement/Challenge Series run down. An article about the Kings Park BBQ Ride will be in the next issue, so if you went along and have a few thoughts please let me know. Any other little snippets would be greatly appreciated, don't be shy.

Wishing you all a safe and "Hoppy" Easter.

Desama

(P.S. Please send articles for the next newsletter to the editor by May 11.)

GREETINGS FROM EXMOUTH

It's Sunday morning and here I am back up North. Fortunately, this time, my internet connection is working just fine. Last year I'd only just got connected to iinet in Perth and for the whole time up here in Exmouth I couldn't get the thing to work. This change is due largely to the new optical fibre link all the way through to Perth. And the lines sound crystal clear too.

The trip up was pretty bad. It took a day and a half of hard slogging in a hot, and horrible to drive Land Rover. It requires absolute constant attention to drive. One time, for just a brief moment, I directed my attention to the gear beside me, and then I heard a loud BANG! In that second, I had two wheels off the bitumen and had knocked out a guide post. Now I know why people need bull bars on their 4WDs! It just confirms my contention that 4WDs are totally impractical where people drive them for more than 95% of the time. Sure, out in the desert they're great, but to have to put up with the inconvenience in the city is, for me, beyond belief.

I only saw one really strange thing on the trip up. In the middle of the desert country, a few hundred kilometres north of Geraldton, and a hundred kilometres from anything on either side, was a person, on foot, towing a reasonable sized cart rickshaw style, obviously equipped for a long journey. And they say cycle tourists are crazy! Some people do really odd things, but then I guess that's what makes the world interesting eh?

The only person I've told I'm here so far is Bridget. I'm looking forward to just a bit of peace this morning before all the demands on my time start. Hopefully this year I'll get more time off to explore the 'Cape Range' area. It's 8:30 in the morning and still cool but it should warm up during the day. The house was really hot and stuffy last night when I arrived.

Graham

BRIDGET'S NEARLY 30 RIDE TO ADVENTURE WORLD (9 FEBRUARY 1997)

It was a bright sunny morning when I arose. Luckily the ride wasn't going to start too early, so I got to have a little sleep in (Zzzzzzzz). I went for a little excursion to the Baker's Delight to purchase a little sustenance for the trip (Yummmm). Not long after I got home again, Ann and Tony turned up on their toys and after doing some fiddling with Ann's bike (tinker, tinker... wham, wham, wham), we departed (slightly late) for the Raffles Hotel meeting spot.

It was a slightly breezy ride to the Raffles, and when we got there, the others were waiting (slightly impatiently) to start (mumble mumble). It's only a short jaunt along the Freeway cycle path to get to the turnoff which leads through to Adventure World. However, said turnoff is not all that easy to find (Hmmmmmm).

After some negotiating by Graham, the staff at Adventure World agreed to let us store our bikes just inside the main entrance in relative safety, instead of the toaster racks outside the grounds (Yaay). Ann wasn't too sure about her toy though (Hmppfff).

We selected a suitable spot for our stuff, and agreed to take turns at guard duty (Zzzzzzzz) and going on the rides (Ooooooooo... look at THAT).

Our first ride was the Bumper Boats. These are like large doughnuts with a small motor, and some can move surprisingly fast. Desama managed to get a fast one, and proceded to ram everyone in the bumper pool! (Brmmmmmm Clonk).

We also tried the Bounty's Revenge swing, and I have to say it was pretty exciting. With the large G-forces involved, I was glad I (and no one else in the group) had eaten before hand! (Wooosh, Wooosh, Weeeee).

We had a little morning tea stop, then did some more riding. Some went on the Flying Toboggans, others went on the Speed Slide (Zoooooomm).

We had some lunch then went for a ride on the Sky Flyer (cable chairs), and another go on the fast water slide. We then tried the "ordinary" Water Mountain slides with the mats. Several of us found that really quite fun, and as the turn around was quick we were able to have several goes (Weeeeeeeeee... Splash).

All too soon it came time to go (Awwwwww), and we departed while it was still daylight, returning to the Raffles. All agreed that it had been a good day's "riding" with plenty of exciting rides!

Thanks to Bridget, who is no longer in her late 20's, for organising the ride and thanks to all those who participated. All agreed that it was a fun day out for the young at heart! (Yaaaaaay!)

Mark

EASTERLIES, A HARD LABOUR DAY AND NO PENGUINS (1-3 MARCH 1997)

There were two rides on this w/e, first Peter's Saturday day ride and then Graham's over night trip down to Penguin Island.

I had decided to ride to the start of Peter's ride at Gidgegannup and so I left at 6:30am estimating two hours to get there would be adequate time but had not allowed for the unknown weather conditions outside. I made good time into Midland (7:15am) and then onto Toodyay Road but now there was a strong easterly blowing which made for a pretty hard head wind. The initial part of Red Hill wasn't too bad until I swung around the first corner and then pow, whoosh, I nearly came to a standstill! Oh my god, this is extremely hard and I've only just begun. I struggled on and on and was beginning to wonder why I did this (for pleasure?) and I won't repeat the language that was going through my mind! About half way up I passed Peter and Max who were fixing Max's puncture. I decided to ride on with some comfort knowing that the ride leader was behind me and so at least the ride would not start until he arrived. I rode onto Gidgee and arrived late but "CTA on time".

Peter, Max and also Kleber followed soon after and just before we set off, Mark also arrived by bike. There was a good turn out (about 12 I think). We cycled along Reserve Road and then along Berry and Clenton Roads to Walyunga lookout. A lovely scenic, undulating ride. Luckily, most of the time we had the strong easterly behind us. After the lookout, we rode on to Parkerville for lunch along O'Brien and Roland Road, but which was the "one" steep hill Peter? Since I had lead this ride in reverse order last year, Peter had now decided to designate me to lead us through the "dog legs" around Helena, only because he could blame someone else if we got lost! Luckily, my "reverse skills" survived and we arrived back in Gidgee without any pitfalls.

Thankfully the latter part of the ride along Bunning Road was quite flat and the easterly had dropped off. Peter, Max, Mark and myself started our cycle home and were hoping that the sea breeze had not picked up yet. At least it was down hill from now on. I now had to decide whether I was going to recover over night in order to ride with Tony to Armadale to the start of the Penguin Island trip, but any thoughts of whimping out were slashed after Tony said he was still keen to ride. Dam, blast!

After an early night with Radox, I woke up feeling amazingly bright and breezy ready for the day's ride ahead. Tony arrived early and so we set off via the freeway cycle path, South Street and Ranford Road to Armadale. Luckily there was no strong easterly and infact the Swan was as flat as a pancake. YIPPEE!

The ride down was full of excitement when just by South Terrace exit we heard a big crash on the freeway and looked over to see a FAST car bounce off the central barrier, skid diagonally across all three lanes, hit a lamp post (which subsequently fell across the freeway) before coming to a stop! Thankfully there were not many cars following and so I don't think anyone was hurt, probably badly shaken, just as I was just watching the whole incident. We rode on without further adventures and arrived at Armadale in plenty of time. Graham (our leader), Bridget, Rhys, Devo and Ron were already there and Janet arrived soon after having also ridden to the start. So we waited for the next train to arrive which luckily Anne and Mathew were on. Before setting off, we had our traditional intro of who we were, especially since there were a few new faces. So around the group... Anne, me next, Ann, J-AN-et, Bridget (my middle name is ANN), AN-thony, Grah-AM, (well nearly)... maybe we had better rename this the "ANN w/e"! Okay, time to go.

We set off on the latter part of the 100km ride and eventually onto Kargotich Road, and then along Mundijong Road. Tony and I were both biting at the bit and so we took off for a stretch of the leg muscles. With a couple of rests and refuelling stops, and one VERY STEEP HILL! up Kerosene Lane, we arrived at the campsite in Rockingham about midday. After erecting the tents (for those of us that were going to sleep under cover - hope it doesn't rain tor Rhys!) it was time for a spot of lunch before heading off to Penguin Island.

We changed into our bathers and then set off for Penguin Island which was a few kms down the road. Boy, that was a "painful" experience cycling in bathers - I would hate to be a triathlete. Instead of catching the ferry over, it is possible to walk across the sand bar and we were told that the water would come up to our belly buttons. Well this is okay if you are 6ft plus (Tony!) but for us shorties it certainly came up a tad higher! Ah well, I should have taken Tony's offer of a piggy back ride over! But thanks for keeping my bag dry. Janet and I were beginning to think we were on a triathlon w/e. Anyway, after about 50 minutes we were all safely across and so wandered around the island which was extremely scenic. Although, alas, we did not see one penguin, or more precisely no-one was prepared to pay to see a penguin. It was then time to grab some relaxation and shut eye and for a few of us a little snorkelling. Unfortunately for Rhys, his legs were feeling the effects of the ride down and so he decided to take the ferry back. And even more unfortunately, we dobbed him in to take all baggage back with him! Sorry Rhys, but thanks. The walk/swim was definitely a lot easier due to the tail wind and lack of baggage.

Ruby and Bill had now joined the group after cycling down in the afternoon and, after a shower back at camp, we ended a super day by having fish and chips for tea on the esplanade park at Rockingham beach front. Congratulations are due to Anne (one of our NEW members) who had cycled a P.B. and with panniers too, well done.

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Monday morning we rose fairly early and went for a cycle around Point Peron and then had time for a relaxing cappuccino before heading back to camp to pack up and set off enroute home. We were also spinning out time waiting for the easterly to die down. Eventually we left late morning and headed up the coast towards Woodman Point for our lunch stop and actually had a bit of a tail wind which was good. At Woodman Point Janet departed and the rest of us refuelled before heading up the new dual use bike path into Freo.

Thanks for a most enjoyable weekend, both Peter and Graham, but perhaps Peter you could organise a morning westerly and an afternoon easterly next time you do a ride in the hills!

Ann

THE ART OF ELOCUTION
(OR HOW TO BE WELL SPOKEN)

Every bike rider at some stage has been troubled by a loose or broken spoke and wondered what they could have done to avoid that particular problem. Although you may not need to know how to rebuild a wheel from scratch, a basic knowledge of spokeology can come in handy sometimes - especially when kilometres from home on a cold, dark night!

The number of spokes affects the strength and durability of any bicycle wheel and over the years a 36-spoke wheel has become accepted as the 'standard'. Some 40-spoke touring wheels are still around and also 28-spoke and 32-spoke (eg. Giant CFR-1) light weight wheels, although these are generally used for time-trials or racing, but a 36-spoke wheel (eg. Alpine GT) will provide a compromise between decreased drag and durability.

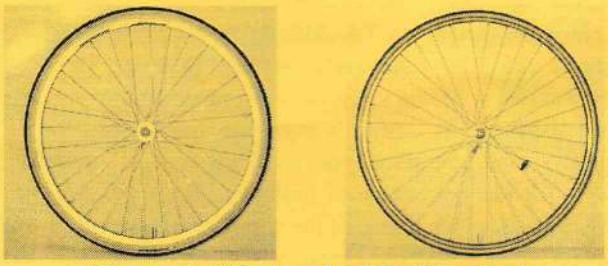

Figure 1: CFR-1 and Alpine GT wheels

Spoke patterns are usually described by the number of times each spoke crosses adjacent spokes on its way from the hub flange to the rim. The most common pattern is four-cross (ie. 4 patterns of nine spokes) - check your wheel to see if this is your pattern. The use of crossed, or tangential, spoking is used to transmit torque (or the twisting force) - where the more tangential the spoke pattern is to the flange, the greater the effective flange radius. This, in effect, enables the wheel to transmit torque with much lower stress on the wheel and frame than a radial spoked wheel (as in a cart-wheel) with zero crossings. You will notice on your wheel that as well as crossing other spokes, each spoke is 'interlaced', ie. spokes coming from between the flanges are laid over ones coming from outside the flanges at their last crossing before reaching the rim. Interlaced spokes take up each other's slack under load and also prevent nipple rotation (*ouch*!). This interlacing also provides more clearance between the spokes and the rear derailleur. To increase this clearance, the right and left spokes should be mirror imaged (on the inside) or between the flange.

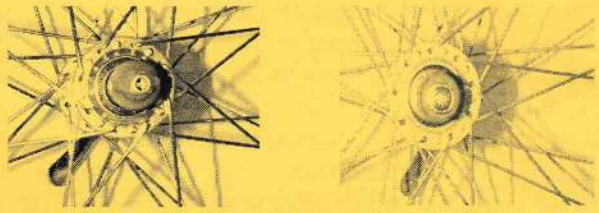

Figure 2: 32-spoke and 36-spoke flanges

Spoke Tension

The correct tension for a wheel is a balance between rim strength and wheel stability. The greatest strength is obtained when the spokes are as tight as the rim permits - but if they are at the limit of their tightness, failure of a single spoke will cause the wheel to buckle into a pretzel shape! If you are conscientious and lubricate your nipples such that they rotate freely, spokes can be easily tightened beyond the strength of the rim - sometimes being less conscientious can have benefits!!

Stress relief

Stress relieving provides an accurate method for determining the maximum safe spoke tension for a wheel. If the wheel is too tight, it will warp during stress relieving. Spokes are best stress relieved by grasping the most nearly parallel spoke pairs at mid span on the left and right sides of the wheel and squeezing them together successively around the wheel. Other methods such as 'walking' on the spokes or pressing the rim should be avoided since there is very little control on the tension achieved on individual spokes.

Tensioning - care should be taken when tensioning spokes since a spoke can rupture and shoot from the rim like a crossbow bolt - never face directly into the line of spokes while working on the wheel. Every week (or month) you should work your way around each wheel plucking on each spoke to make sure it is not loose. You can locate loose spokes by the way they feel and also by the way they sound when plucked. When you locate a loose spoke, use a spoke wrench to bring it up to a level of tension that is similar to that of its neighbours.

Next time we will look at what to do to even and straighten your wheel.

Steve Blackbourn

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ACHIEVEMENT/CHALLENGE SERIES 1997

These two testing series are on again for this Year of the Cyclist. Since its inception in 1992 the Challenge Series has proven to be much more popular than the original Super Achiever Series - but there is really no reason why this should not turn around if a few cyclists make this year the one that they commit themselves to reaching the pinnacle! The rides are designed to take advantage of your increasing bike-fitness through the year with a nice and easy 50km ride (mainly on the cycleway) to start off both series. The next ride is a 100km ride from Armadale up to Jarrahdale via Glen Eagle and return via Serpentine Dam, Karnet and the flats of Mundaring. This is also common to both series and is a bit more demanding than the 50km course. The next ride is a 100 mile, or 160km, which is only necessary for the Challenge Series - but is a good training (or insurance!) ride for the Achievement Series. This is a very pretty ride which takes in the environs of The Lakes, Spencers Brook, York and return. The remaining CTA ride is the dreaded 10 000 in 8 which entails a total climb of 10 000 feet (pre-decimal) in less than 8 hours. Although this sounds nasty, it is certainly achievable on most normal touring bikes. Not for the faint hearted (or short-winded) a certain amount of training around the hills is necessary for this level of riding. The 50km, 100km and 200km rides (both series), and the 300km (Achievement Series only), are available through the Audax Club of Australia (Perth Region). You must contact the organiser one week prior to the ride and advise them that you are doing the ride for a CTA award - you cannot use this ride towards both a CTA and an Audax series. Successful completion of any Audax ride of these distances prior to the AGM can count towards your chosen series. All rides for both series must be completed in the set time limit which is notified for every ride. Please note that you can only nominate for **one** of the series awards, not both - but you do not have to nominate which one you are applying for until closer to the AGM. To explain it all in words of one syllable:

Super Achiever - must complete 50km, 100km, 200km, 300km (CTA or Audax rides), and the 10 000 in 8 *on the designated day* (no flexibility with this ride).

Challenge Award - must complete 50km, 100km, 100miles (or additional 200km Audax ride), 200km, and 10 000 in 8 to be eligible for the award. You can use either an Audax or CTA event for all rides except the 10 000 in 8 which must be done as a CTA ride on the designated day to receive the award.

If you are still confused, contact Steve Blackbourn for further details.

INFORMAL RIDES

For those who do not wish to join the organised ride of the day but would still like some company, a time and place will sometimes be given for informal rides. This is generally the Causeway car park (number 4, near the bike hire shed). It is up to those who turn up on the day to decide what type of ride. This may mean that several different rides may be available, as people want different rides. Try it out if none of the rostered rides appeal to you - you may like it!

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 a patch or 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. Very generous personal injury and inco protection cover are 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 Rides Calendar.

CTA CLOTHING

The long awaited new CTA clothing is now available. The design of the new clothing is similar to the old CTA design, but is available in two colour schemes - yellow with red stripes, or turquoise with green stripes. The design is available in short and long sleeved Coolmax tops, and black lycra knicks with a coloured side panel. Orders for the next batch of deliveries should be sent to Lance Whiteford, or given to one of the committee members, by the May 9 Social Night. Orders received by this date will be available by the next Social Night on June 13.

The clothing is available in a range of sizes from XS, S, M, L, and XXL and costs $55 for knicks, $65 for short sleeve tops and $75 for long sleeve tops.

Please enclose a cheque with your order made payable to CTA, together with your name and address, and send to Lance Whiteford, 6 Hakea Close, Ballajura 6066.

SOCIAL EVENINGS

These are usually (but not always) held on the second 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 Desama on 459 2397 (H).

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Rides Calendar – April/May 1997

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!

RIDE GRADINGS

Easy - anyone
Medium - fit with geared bikes
Medium Hard - fit and experienced. Distances < 100km
Hard - fit, experienced and strong. Distances > 100km over hard terrain

SAT-SUN APRIL 5-6 A TOUR WITH DEAR FRIENDS

50km per day Easy. This weekend is an easy tour of the Swan Valley staying at the Perth Holiday Park on Saturday night. Meet at Guildford Railway Station at 9:00am for a relaxing and refreshing ride throught he Swan Valley followed by dinner at Dear Friends Restaurant on Saturday evening. Bookings and a $10 deposit required. For further details contact Simon.

Organiser: Simon ☎ 271 2959 (H)

SUNDAY APRIL 6 HOONING UP THE HILLS

60km Medium Hard. Meet at 9:30am at Kelmscott Railway Station to hoon (or crawl!) up the hills around Pickering Brook, to enjoy the spectacular views of the Swan Coastal Plain. Bring your own oxygen cylinder and plasma supplies.

Leader: Ann ☎ 444 5160 (H)

WEDNESDAY APRIL 9 MARIA'S MEANDER

20km Easy. Meet at 6:15pm for a 6:30pm start at The Charles Hotel carpark (corner Gill & Charles Sts) for one of Maria's famous evening rides. *Lights essential and reflective vests recommended.*

Leader: Maria ☎ 444 3951 (H)

FRIDAY APRIL 11 SOCIAL EVENING FOOT DOCTOR TO THE RESCUE

Meet at the Ernest Johnson Guide and Scout Hall (off Pilgrim St) in South Perth at 7:00pm. A local Podiatrist, Anton Claux, will give some helpful advice to relieve your tired and aching feet. If you bribe him you may even be able to get a foot massage. Tea, coffee, Milo and some sweet treats will be available too, so come along and see what it's all about! Everybody welcome!

Organiser: Desama ☎ 459 2397 (H)

SUNDAY APRIL 13 100KM ACHIEVEMENT/CHALLENGE

100km Medium Hard. Meet at Armadale Railway Station at 7:30am for an 8:00am sharp departure. This is the second ride of the Achievement/Challenge Series (see newsletter for details). A pretty but demanding ride: up Bedfordale Hill, past Glen Eagle, then on via Jarrahdale to Serpentine Dam before returning. Time limit is 5½ hours. Note: this is a ride for member's only, but new memberships will be accepted on the day.

Organiser: Desama ☎ 459 2397 (H)

SUNDAY APRIL 13 INFORMAL RIDE

Meet at 8:30am at the Causeway Carpark to see if anyone else turns up.

TUESDAY APRIL 15 A SERIOUS JOKE-OF-A-RIDE

10km Ridiculously Easy. Meet Janet (and hopefully others) at Moorings Café at the Barrack St Jetty at 6:00pm for a 6:15pm departure. Ride a hefty 5km on bike paths and roads to South Perth for dinner. The choice of food there consists of at least Chinese cuisine, café style food or take-aways. If you're really tired there is the option of catching a ferry back to Perth, otherwise (and if the ferries aren't running) endure another 5km on cycle paths back to the starting point. Lights essential and reflective vests recommended.

Leader: The ever-so-serious Janet ☎ 331 1819 (H)

THURSDAY APRIL 17 AUDAX 50/100KM

50km or 100km Medium or Medium/Hard. Meet at 6:30am at Oakford for a 7:00am sharp departure. Please register with the organiser prior to April 10 if possible.

Organiser: Ken Ward ☎ 364 3601 (H)

SUNDAY APRIL 20 D.T. IN THE HILLS

60km Medium. Meet at 8:45am for a 9:00am start at Kelmscott Railway Station for a mystery ride in the hills with spectacular scenery and a devonshire tea. Pedal along Brookton Highway and other roads to Canning Dam. Take a break for morning tea at the Waterwheel Tea Rooms before returning through Churchmans Brook. This ride is not a ball tearer.

Leader: Mark ☎ 382 1961 (H)

TUESDAY APRIL 22 A SLIGHTLY MORE SERIOUS RIDE

15km Easy. Meet Janet (again if you dare) at 6:00pm for a 6:15pm start near (or under if it's raining) the Plain St/East Parade water tunnel in the new East Perth development (and listen to the relaxing sound of water). We'll cycle through Maylands on the way to a restaurant in Belmont (which will hopefully be Italian if I can find it). Lights essential and reflective vests recommended.

Leader: Janet ☎ 331 1819 (H)

WEEKEND APRIL 24-27 ANZAC LONG WEEKEND IN WILLIAMS

We will be camping at Allan and Cristine Duff's sheep and grain property in Williams (or possibly the Williams Caravan Park) and visit local places of interest including Stonehaven Cottage at Arthur River, Dryanda Forest, Narrogin and the Narrogin Gliding Club. Bookings and a $10 deposit required by April 18. Car-pooling can be arranged. For further details contact Janet.

Organiser: Janet ☎ 331 1819 (H)

SUNDAY APRIL 27 A POPULAR (I'VE BEEN TOLD) RIDE

65km Medium Hard. Meet at Midland Town Hall at 8:30am for an 8:45am start traveling to Mundaring with a stop for morning tea, then Mundaring Dam and Kalamunda with a tatse (or possibly only a far-off whiff) of delights from a French patisserie. The 8:00am train from Perth arrives in Midland at 8:24am so there's no excuse for not making it to this ride.

Leader: Max Talbot ☎ 448 2039 (H)

SUNDAY MAY 4 A SURPRISE SIXTY

60km Medium. Meet at 8:00am at Deepwater Point in Mt Pleasant. Cycle through southern suburbs and check the waterfront at Woodman Point where you can buy food for morning tea. Return via the coast and Fremantle where you can buy more food for lunch. From Fremantle there is the option of taking the train home.

Leader: Ross Cussons ☎ 317 2588 (H)

FRIDAY MAY 9 SOCIAL EVENING SLIDES NIGHT

Meet at the Ernest Johnson Guide and Scout Hall (off Pilgrim St) in South Perth at 7:00pm. Mark will show slides taken during his recent overseas cycling holiday in Canada and Europe. Be prepared to ask him lots of really silly questions. Tea, coffee and Milo will be available and there is the possibility of cakes and biscuits being offered to munch on.

Organiser: Mark ☎ 382 1961 (H)

SUNDAY MAY 11 MOTHERS DAY INFORMAL RIDE

Meet at 9:00am at the Causeway Carpark and ride to where those who turn up decide to go.

SATURDAY MAY 17 CENTURY CHALLENGE

160km Medium Hard. Meet at 7:30am at the Lakes BP Service Station for an 8:00am sharp departure. This is the third ride of the Challenge Series (see newsletter for details). The circular route is scenic and does include stretches on highways and main roads. We cycle through Wooroloo, Toodyay, Northam and York. Time limit is 10 hours. Note: this is a ride for members only, but new memberships will be accepted on the day.

Organiser: Janet ☎ 331 1819 (H)

SUNDAY MAY 18 A POINT WALTER AFTERNOON

20km Easy. Meet at 2:15pm for a 2:30pm start from the Raffles Hotel carpark for an extremely easy ride to Point Walter Café for afternoon tea. Bring a non-member friend if you like so that they can experience the joys of a coffee shop ride.

Leader: Janet ☎ 331 1819 (H)

SATURDAY MAY 24 AUDAX 50/100/200KM

50km, 100km or 200km Medium/Hard or Hard. Meet at 5:30am at Pickering Brook for a 6:00am sharp departure. Please register with the organiser prior to May 17 if possible.

Organiser: Don Briggs ☎ 458 8175 (H)

SUNDAY MAY 25 IN SEARCH OF ICE CREAM

50km Easy. Meet at the Causeway carpark at 9:00am for a ride to the Ice Cream Junction in Midland to partake of forbidden fruits. I've got no idea which way we're going, but I'm sure I can find my way for a hot chocolate fudge sundae.

Leader: Terry ☎ 459 2397 (H)

WEEKEND MAY 30-JUNE 2 MARGARET RIVER LONG WEEKEND

We will be staying in a rented house next to Cape Mentelle Winery. Local tourist attractions include wineries, caves, Leeuwin-Naturaliste National Park, a marron farm and much more. Places are strictly limited and bookings and a $10 deposit required by May 17. Car-pooling can be arranged. For further details contact Janet.

Organiser: Janet ☎ 331 1819 (H)

SUNDAY JUNE 1 NORTHERN TOUR

60km Medium. Meet at 9:00am for a 9:15am start under the Perth end of the Narrows Bridge for a meander to Waterman. The ride will follow the Mitchell Freeway cycle path north to Waterman then head south along the coast, stopping for morning tea at Scarborough McDonalds.

Leader: Neil Porteous ☎ 457 7146 (H)

SUNDAY JUNE 8 FREO FAST EDDIES RIDE

40km Easy. Meet at 9:00am CTA time at the Causeway carpark. Cycle a south of the river route to Fremantle and then return through northern suburbs.

Leader: Ron Bowyer ☎ 381 8548 (H)

FRIDAY JUNE 13 SOCIAL NIGHT POT LUCK DINNER

Dinner will be served in the elegant surroundings of the Ernest Johnson Guide and Scout Hall (off Pilgrim St) in South Perth. Doors open at 7:00pm. Bring a dish of food to share during a buffet meal. Neat clothing optional but don't come along naked! Formal clothing even more optional. Come along and socialise. You might meet somebody that you like, but then again...

Organiser: Simon ☎ 271 2959 (H)

ON YOUR BIKE UPDATE

SAT-SUN SEPTEMBER 27-28 WELCOME THE TOURISTS AT WUNDOWIE PANNIER TOUR

50km (both days) Medium Hard. Starting at Midland, the ride goes via Gidgegannup, Noble Falls and Bailup Road to Wundowie. You will be joined by the Spring On Your Bike tourists for a yummy 3 course meal and be entertained by the now famous On Your Bike concert. If you are not able to ride up to Wundowie in the morning, drive up instead and join in the festivities. How about get together and organising an act for the concert on Saturday night. On Sunday, after breakfast, join the Spring On Your Bike Tour '97 and ride back to Midland via Chidlow, Mundaring and Darlington.

If you wish to purchase one of the famous On Your Bike shirts, the cost will be $20.00. You must order your shirt before August 30.

The cost of the tour is $20.00 and covers the evening meal, breakfast and camping facilities. Bookings no later than Wednesday September 17 with full payment of $20.00 ESSENTIAL.

Tour Organiser: Janet ☎ 331 1819 (H)

C.T.A. COMMITTEE – 1997

PRESIDENT: Graham	405 6405 (W)	EDITOR: Terry Bailey	459 2397 (H)
VICE-PRESIDENT: Simon	271 2959 (H)	RIDES CO-ORDINATOR: Janet	331 1819 (H)
SECRETARY: Mark	382 1961 (H)	TOUR CO-ORDINATOR: Tony Humphreys	447 6179 (H)
TREASURER: Ann	444 5160 (H)	AUDAX REP: Steve Blackbourn	313 2814 (H)
COMMITTEE: Bridget	444 5098 (H)	COMMITTEE: Desama	459 2397 (H)

CORRESPONDENCE TO P.O. BOX 174 WEMBLEY 6014 ***FOR MEMBERSHIP DETAILS CONTACT THE TREASURER***