

THE CHAIN LETTER

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

May/June 1999

Issue 146

What's in a Name?

"What's in a name?" you ask. Well, judging from some of the responses we got to the article in the March/April newsletter, quite a bit!

In the article (page 3, issue 145) it was stated that the CTA was going to have a new name. Now those of you that were astute enough may have noticed the subtle hint with the due date for comments being April 1.

But what about those stupid names that were suggested for the club? Well, those who are good at word games may have noticed the anagram that the two suggested names made. Yes, the first letters of "Australian Peddle Riders In Leisure" and "Fellowship Of Outdoor Leisure Sportsman" spell the words

"APRIL FOOLS". This of course being a dead give away to the authenticity of the article.

This was certainly a novel way of generating some articles for the newsletter. See page 7 to see some of the people that got fooled, as well as some "tongue in cheek" comments sent in by members.

And who was on that special sub-committee you ask? Well, the culprits of this little rouse were none other than the Secretary (Desama), the Rides Coordinator (Steve) and yours truly the Editor (Terry). Keep laughing and bye for now.

Terry

A Win for Cyclist

It always pays to inform the Police if you are ever assaulted while riding your bike, however small the incident may be. A few months ago one of our club members was riding along a quiet street and as a car passed, was hit with a pole by the passenger leaning out of the car window. The cyclist concerned saw the passenger pull the pole back into the car as it took off at great speed. Luckily the cyclist managed to see the registration number, so returned home and reported the incident to the police. At the time it didn't seem like much would come of the report since there were no independent witnesses to the incident. However, a few months later the Police informed the cyclist that the driver of the car had "dobbed" his mate in and the offender has now been charged.

A Blast from the Past

Perth's bike paths have come a long way over the years. Those of you that come along to the Social Night on Wednesday, May 12 will see that there are some big plans for them in the near future as well.

Some 20 years ago the CTA held a ride from the Carriage Coffee Shop in Fremantle (yes, it was around then as well) to Mosman Park. Matt King was enjoying the leisurely Sunday ride with the CTA when, much to his surprise, he discovered that some paths stopped very unexpectedly.

Well, it may not have happened quite like that, but Matt King did launch himself and his bike into the Swan River as shown in this picture sent in by a CTA member.

(P.S. Let me know if you would like the picture back because I can't remember who gave it to me - Ed.)



Matt King found that some paths stopped very unexpectedly 20 years ago

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Please send all articles and pictures for the next newsletter to the Editor no later than June 21.

CTA COMMITTEE

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VICE PRESIDENT

Graham 9444 5098 (H)

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TREASURER

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Terry 9472 9887 (H)

RIDES CO-ORDINATOR

Steve Blackburn 9313 2814 (H)

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David Stobie 9383 9394 (H)

COMMITTEE

Patricia Whiteford 9249 1970 (H)

Lance Whiteford 9249 1970 (H)

Please contact the Treasurer for Membership details and send all correspondence to:

P.O. Box 174 Wembley 6014

NEW MEMBERS

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

Barney Hines

Jean Howes

Jane Lea

Penny Oliver

Paul Sofilas

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



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 9324 2835.

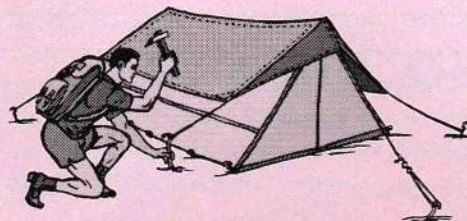
Tours and Weekends

MARGARET RIVER WHINE

June 5 - 7

Throw off the yoke of civilisation and repression during the June long weekend at a fun-filled holiday house in the centre of one of the State's best-known wine-growing areas. The cottage is next door to a winery and only a 5 minute cycle from the sleepy metropolis of Margaret River township. Rides to the coffee shops will be mixed with rides to the Berry Farm - a well known sight and site for many CTA members. Once a taste for plum wine and fruity ports has been developed, it is impossible to go to this area without a long sampling session. Further tastings at the various wineries will illustrate why this area attracts so many repeat visitors at this time of the year. Preveilly Park is another great cycling area with a café well worth the ride. The size of the hamburgers is matched only by the magnificence of the view - the ocean still provides a visual feast whatever the season or weather. Contact the organiser before the end of May to ensure your bed is reserved during this holiday period. A meal is usually prepared as a group exercise during this weekend - so start training those taste buds now.

Organiser: Janet ☎ 9319 9526



ON YOUR BIKE

SOUTHERN PEAKS TOUR

October 16 - 24

Have you ever been on a holiday where your gear is carried for you, you feed until you are full, you sleep under the stars and great company is provided?

Here is an invitation to come and join fellow cyclists for the annual On Your Bike Tour and enjoy the pleasures and experience of the Great Southern area of WA, known locally as the Rainbow Coast.

The Tour starts in Perth, where we take a trip by coach to Mount Barker. We will unwind and visit the splendours of the local region for the remainder of the day before tripping off to Denmark the following day. We will then cycle on to Albany with a chance en route for a dip in the Southern Ocean. In Albany we have a rest day where you can explore the King George Sound or admire the view of the surrounding area from three of the peaks in the town. Next stop is the Porongurup Range where the really energetic ones can climb castle rock before camping the night. The following day will see us pass by the foot of Bluff Knoll en route to the feasting town of Borden. Gnowangerup is the next stop before dancing and singing on the stage at Cranbrook. The final day we head back to Mount Barker before heading home.

Hurry! Don't miss out - book now!
Tour places are now over half full.

For more information contact:

Tony Humphreys ☎ 9728 3105 (H)

Marion ☎ 9271 9409 (H)

Cycling Facts

- ◆ 49% of West Australians own or ride a bicycle (among the highest in Australia);
- ◆ 27% of West Australians ride a bicycle at least once a week;
- ◆ In Perth 526,400km a day are travelled by cyclists;
- ◆ In 1998, six cyclists died on WA roads. Three of those cyclist were not wearing helmets. All crashes involved another vehicle and all occurred between midday and 6:30pm;
- ◆ On average there are 735 cycling hospital admissions a year. In 1998, there were 25 critically injured cyclists, 14 were not wearing helmets;
- ◆ On average there are 38,843 cycle injury crashes a year;
- ◆ Most accidents involving cars and cyclists occur when cars turn left in front of cyclists or pull out in front of them.

President's Piece

THE ACHIEVEMENT RIDES

Since the last newsletter, we have had a couple of Achievement rides – the 50km and the 100km.

The 50km saw a fine if somewhat breezy day (actually a strong easterly). What started out as a moderate pace ride, turned into a race when Lance and Patricia on their tandem instigated a charge from the rear. Suddenly it was all on! One newcomer exclaimed "I didn't know it was a race!" as the bunch disappeared into the distance at high speed. Suffice to say, those of us who didn't join the peleton had a very pleasant and unforced cycle around the Chittering Valley.

The 100km took place three weeks later with the benefit of another fine day. Not quite as windy as the 50km, but a persistent easterly made for heavy going up Bedfordale Hill. Luckily, although there were still roadworks in progress, the major sections of road had all been sealed, so it was a comfortable ride with very little traffic up the difficult section.

Owing to some confusion with the train timetables, a small group of us ended up getting there late and having a late start. However, we did manage to make up the time and enjoyed a pleasant, if rapid, ride in the hills. Some of the ride participants found time to enjoy a cuppa (and a Devonshire Tea or two) at the Serpentine Dam Café and a little later at Dot's in Mundijong!

The turnout for both these rides was very encouraging. Hopefully the weather will be fine again for the 160km which is on May 16. This ride is a little more challenging, but if you completed the 100km, you will be able to complete the 160km.

Note that if you haven't completed the 50km or the 100km, you will get other chances to do them later in the year.

COMMUTING BY BIKE

Have you ever wondered how some of the members who complete the Achievement Rides manage to do their training? Several of us are commuter riders.

Although not necessarily a practical alternative for everyone, commuting by bicycle has a number of advantages. One of the major ones which is often overlooked is the health benefit. For cycle club members such as us, there are obvious training benefits. By commuting by bicycle, you can ensure that you get some exercise as part of your normal routine.

Another advantage of riding a bike to work is the savings in commuter costs. By cycling, you don't incur the costs of fuel, maintenance and parking fees when driving a car, or the costs associated with public transport. The costs associated with cycle maintenance are small in comparison to vehicle maintenance costs.

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had access to a shower in the times I have been cycle commuting. Not all companies have this facility.

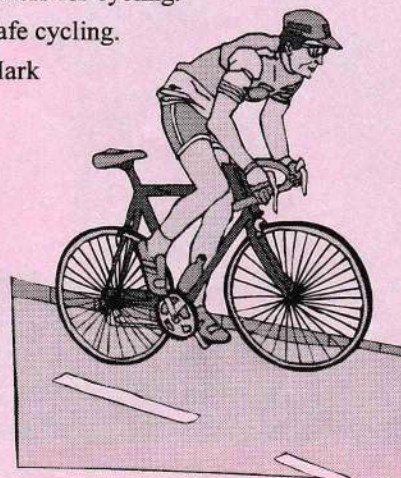
It is worth having a good raincoat for the wet times, although I find that the weather is not as wet or as inclement as it may seem. Often, or so it seems to me, it is wet riding one way and not the other. I haven't had very many days where I have had to cycle both directions in the rain.

Lights are likely to be necessary during the winter. I often find that at this time of the year, I am cycling in the dark for a least part of the ride. Cycling in traffic has its risks, so some degree of caution is required. You may be able to determine a route which has a relatively low number of motor vehicles, or perhaps time your commute ride so as to minimise the amount of traffic you have to contend with. A final thing to consider is security of your bike – it is worth having a decent bicycle lock.

So, give some thought to using your bicycle as a means of getting to and from work, because if you do, it will repay itself many times over, both financially and in terms of fitness for cycling.

Safe cycling.

Mark



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If you have to travel a long way to work, an alternative may be to cycle part of the way and use public transport or a vehicle for the rest of the journey, or vice versa. You could cycle on alternate days (say 2 days or 3 days a week), or cycle to work one day, leave the bicycle at work overnight, and cycle home the next evening.

How difficult is it cycle commuting? Personally, it is no more difficult for me to cycle to work than it is to catch a bus. I use my panniers to carry those things that I need for work and accept that my shirts will be slightly crinkled when I get there. I don't have the benefit of a locker, so leaving things at work has a minor security risk. I usually carry most of my things back and forth each day. Access to a locker or somewhere to be able to leave things is nice to have. Luckily, I have

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A Williams Weekend of Wrongdoing....

Well there were no murders, although Allan and Christine tried to kill us with kindness and overfeeding. I was one of those to take the opportunity of an early start and sleep under the millions of stars that cover the night sky at Duff's farm. Although I can't understand why no one else wanted to accompany me on Friday, cycling down the Albany Highway with full panniers for 180km in 40°C heat?

It was not all bad as I took all day with plenty of rest stops and arrived at Williams in reasonable shape at 5:00pm. After accepting an offer of a welcome cup of tea from a local farmer who was en route to Perth and dinner in the local roadhouse, it was on the bike for the last 14km to Duff's farm, arriving just before dark.

After a cuppa with Allan and Christine the rest of the first nighters started arriving. Simon with Stan, the latter accepting an offer of a bed in the house, supposedly for the first night only! Stan's tent didn't see the light of day while we were at the farm. Lance and Patricia turned up sporting a new tent with more "active space". After numerous cups of coffee and general chit chat, it was off to bed.

We woke to a beautiful Saturday morning and after an 'On Your Bike' style shower shuffle and breakfast, Jeff arrived and it was off on the tour of the farm in the back of Allan's 4'4 ute. Some of the things these hard working farmers need to develop, build, grow and design just to survive is amazing. It certainly is an eye opener to us city slickers to see the huge and costly combine harvester,

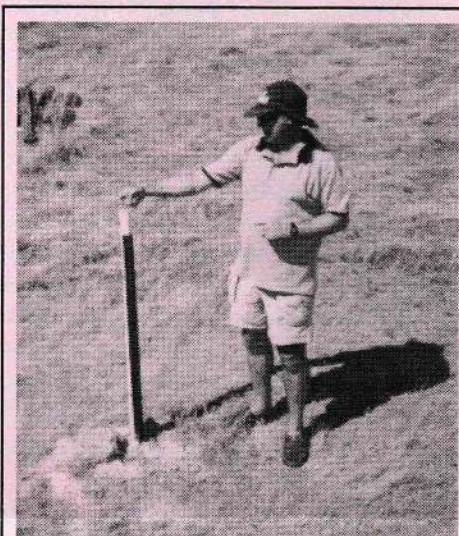
the automatic sprayer designed and built by Allan and which he contracts out to other farms in the district.

How do you check the water table on your property when you can't see any water? Use a length of 50mm PVC pipe of course. Allan has buried a length of PVC pipe near the water course with about 1.5 meters above ground and when Jeff checks inside is surprised to see water within millimetres of the top. Allan has carried out a tree planting program on his property to help lower this high water table.

After bouncing over numerous paddocks and dry creek beds it was back to the house to be greeted by the late arrivals, namely Steve, Janet, Noel, Ann, Mark, Matthew and Tony. Somehow, the Pocket Rocket (not mentioning names) was able to commandeer the remaining spare bedroom. Those Poms are crafty.

After a bountiful lunch prepared by our hostess, Christine, it was on our bikes and heading south along the highways to one of the neighbour's dams for a refreshing swim. To avoid disturbing the slime on the bottom of the dam, we swam out to the bird poo covered pontoon without moving our arms or legs. Actually it was a lot of fun and a good time was had by all.

After drying off and a rest, we were on our bikes again and north a few kilometres to the most important part of the day - afternoon tea. The peace of the cottage craft-style tearooms was shattered by a dozen or so ravenous cyclists, who were efficiently



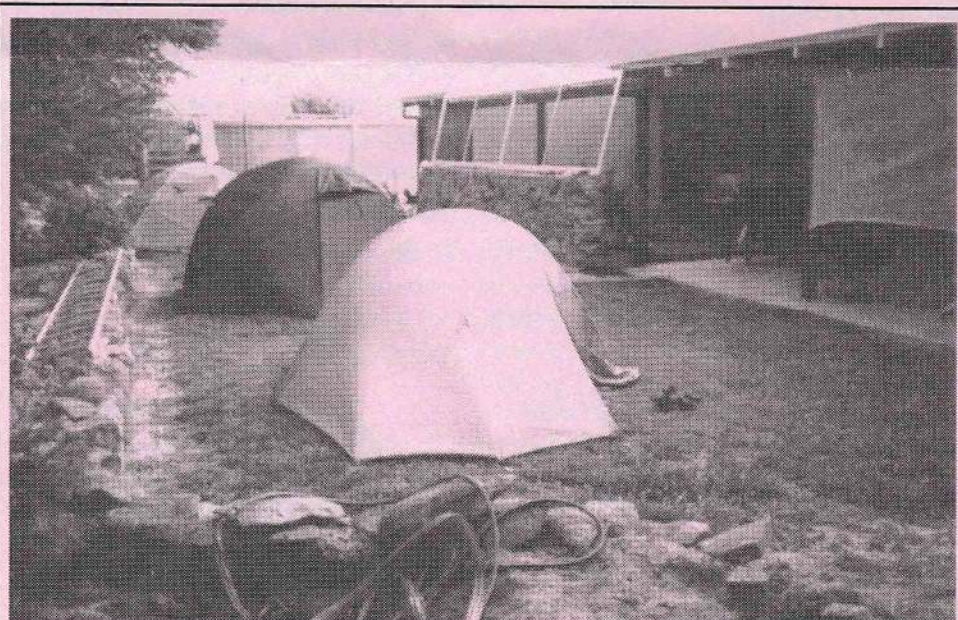
Jeff checks the water level in the pipe

subdued by the lone owner/manager/waitress. Since we were not staying the night at the tearooms, we had to waddle to our bikes and head north for home. The challenge of a race home from Lance and Patricia on their tandem was taken up by Tony and myself, with four exhausted but exhilarated cyclists finishing the 45km afternoon ride locked together.

When everyone had showered and dressed, we all crammed into three cars for the 14km into Williams for a good value, four course dinner at the local hotel. As wine flowed and the laughter increased out came the stories of the day. Lance and Patricia boasting that it was the 'Tandems' first country trip, but they weren't impressed with the dust on their new bike from the gravel roads. It wasn't long before the effort of the day began to show and after coffee and tea back at the farm, most people turned in ready for the big Sunday ride.

Sunday morning resembled an 'On Your Bike' production, with everybody going about their business showering, packing tents, preparing bikes and helping the Duffs pack food and water, then luggage and supplies into the trailer and ute. Tom and Nola arrived just in time to load their luggage into the trailer with usual Nola surprise nibblies for everyone to enjoy. Unfortunately Jeff had other commitments and had to return to Perth. Poor Tony was dying of a bad migraine and decided to stay behind with the thought of meeting up with us later.

With military style precision, Allan had planned two routes with strategically placed ribbons to indicate the way. A large group of



The assortment of tents behind the Duff's house

....Right-doing

as we decided to take the longer western loop through quiet tree lined gravel roads to meet up with the others who had ridden north up the highway to our morning tea stop at Williams. Those first few hours on the quiet back roads were magic, with kangaroos bounding beside you in the bush, birds calling and cyclists being squirted with water from biddons to help you cool down. Before we could get too settled in at Williams, we were reminded that lunch was 30km away and not at Williams!

Christine and Nola headed off earlier and Tom decided to keep Allan company in the ute not having ridden much lately. The back roads were very good with not too much loose gravel and as the morning passed we stopped for regular nibbles, water and photo shoots. It was getting quite hot by the time we reached the turn off for the lunch stop. The long climb to the picnic area was rewarded with a lunch spread you would only see at Miss Mauds.

Fresh bread rolls, choice of meats, salad, fruit, iced water, tea, coffee and cake. It all went down as if we had not eaten for a week. What some people will do to get a ride in the support vehicle, as Matthew arrived late for lunch having just removed the rear derailleur from his wheel. The fact that Christine and Nola had ridden what could be considered as tough conditions with little preparation is a credit to these two determined ladies.

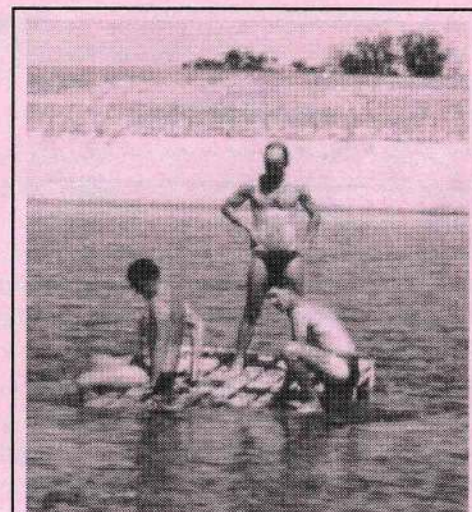
It's a good thing that Ann doesn't take notice of the purists and not wear nickers under her cycling knicks. The lunch time tranquillity was shattered by a screaming Ann as she jumped up from the wooden picnic bench thinking she had been bitten. It was all hands wanting to help as she pulled her cycling knicks down to her knees. With the surgical team removing the offending splinter, Ann quickly regained her composure and knicks as quickly as they were removed.

After a long break and in the cooler part of the day we enjoyed the down hill run to the main road (gravel of course) and into the remainder of what turned out to be an 80km day. Not too long into the ride, Noel's front tyre went down, a legacy of the rocky down hill from the lunch stop. After a bit of searching, Noel realised that he had clipped on the wrong pannier and instead of spare tubes, he had a spare bottle of whisky. Which is not much good for repairing punctures, but is good to offer around to his companions so that eventually no one gives a damn.

With the tube patched up and Simon giving Noel moral support, we continued on our way through beautiful natural forests to our overnight stop at Congelin Dam. It was good to see Tony had ridden straight up from Williams to join us as we all revelled in the old steam train water supply dam. After cooling off and setting up our tents, it was into the important business of preparing the evening meal as everyone helped cutting up salad, fruit and rolls while chef extraordinaire Allan cooked the meat on the barbecue. The night was balmy as we ate the terrific tucker, drank the wine and after cleaning up, seventeen tired bodies crashed after what had been a fabulous day.

It was an early start for me on Monday morning as I was riding home to Perth. Allan was cooking a real country breakfast of bacon, eggs and sausages for the group who were beginning to greet the morning as I left on my trek north. The rest of the group enjoyed the breakfast then headed south to Williams for morning tea and then on to the farm to have lunch and pack up before heading home.

After yesterday's gravel roads, the 17km to Dwarda were not a problem as I continued through Crossman on my way to Boddington for morning tea. I had decided on the western route home to avoid Albany Highway traffic and enjoy the more scenic ride. While at Boddington having morning tea, an interested passer-by asked where I was heading and after informing him that I was riding to Dwellingup, he offered me a lift. He was



"Yuk! I think I just sat in some bird poo."

amused when told that I would prefer to ride (so are we - Ed). The road to Dwellingup for lunch and then down to North Dandalup was as beautiful as ever, through tall timbers and natural bushland.

I arrived home about 5:00pm, tired but rejuvenated by the experience of the last four days. I would like to thank Steve for his part in organising the weekend. I would like to thank Allan and Christine Duff for all their hard work and support, which made the weekend for me and I'm sure all my friends, such a memorable one.

Kleber Claus



Some of the happy cyclists enjoying a well earned dinner around the campfire

Where's the Fire?

EPISODE I

"I wonder if Bunbury's on fire?" I thought as my bike computer indicated a steady 29.8 km/h. It was a Thursday morning and Madame Treasurer (aka The Pocket Rocket) was leading as we travelled somewhere along old Mandurah Road, on our way away for the Easter break.

We had both taken the day off work to ride to Bunbury, in the hope that there would be less traffic on the Old Coast Road as we headed South. The weather was pretty much ideal for cycling – cool to start with, light winds and promise of not too hot. We chose to go via Fremantle, as we had heard that the roads at the end of the freeway would likely be very busy in the lead up to Easter.

Nearing Golden Bay we encountered an obstacle course of about a kilometre of shredded, steel belted tyre along the breakdown lane and into the outside lane of the road. Little bits of tyre, big bits of tyre and steel wire all over the place. We kept our pace, even with some weaving in and out, and came to stop at Golden Grove for a welcome cup of coffee. By now it was mid-morning and the traffic was starting to become heavier already.

We continued on to Mandurah at a slower pace (well, sort of slower) and made Mandurah in good time to stop for water. We continued on from there and at around Halls Head I noticed my rear tyre was going flat. It turned out to be some wire from the shredded tyre we had encountered before Mandurah! That fixed, we continued on to stop at Lake Clifton for lunch. Here we were greeted by some cheeky Magpies, a family of which seems to live near the roadhouse and is fed by passers by.

From lunch, we continued on towards Bunbury. The road which had previously

been narrow and a little trying to ride along has now been made into a dual carriageway, and is not nearly so daunting as it was when we last cycled there. We stopped at a service station near the Harvey turn off for a welcome break. The wind had by now picked up and was persistently south-east, making for tougher going, especially where there was no cover from the trees.

We made the turn off to the Australind scenic drive and made a short stop for water at the shopping centre at Australind. From there, we cycled to the Main Roads depot at Bunbury to call in on Tony, who was expecting us. A short stop here (to look at a very special computer screen saver) then on to the YHA near the centre of town for a very, very well earned stop. 9 hours and 9 minutes go to whoa for 180km for me, and slightly more for Ann.

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EPISODE II

"It must have been the Coca-Cola..." I thought as Tony sped off into the distance on our return to Bunbury from Boyanup.

We had enjoyed a nice morning's ride in a small area south of Bunbury. We first tried using one of the new Bikewest maps to navigate and found that one of the roads south, near the ocean, which was marked as "Poor Road Riding Environment" was in fact "Unusable Road". We backtracked to the highway and then headed south for a few kilometres before turning on to a pretty tree-lined road through the backblocks to Stratham (a place not unknown to CTA'ers). There we enjoyed a cup of coffee and a rummage through the fruit and veg (read food) store and the pottery shop, before setting off to Boyanup.

The ride to Boyanup started sedately enough, but soon turned into a sprint for the main



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road as Tony upped the pace. Janet and a slightly weary Ann wisely chose to bring up the rear at this stage.

We had lunch at Boyanup before setting off again. Tony's Coke kicked in and we had a spirited dash along the highway, which incidentally has a decent shoulder to ride on. Tony had to answer nature's call (due to the Coke) and, seizing the opportunity, Lance and Patricia on the tandem sped off into the distance. Ann (by now revived) and I gave chase, leaving Tony and Janet to bring up the rear, as we proceeded at a fast clip to Bunbury.

We regrouped at Picton and another little sprint ensued on the way back to the YHA, but this was interrupted by the traffic lights. The last event of the day was Tony with Lance and Patricia on the tandem going for line honours at the YHA.

EPISODE III

"I thought they were all supposed to be tired..." as we sped along the back roads near Dardanup, on the way back to Bunbury.

The ride for the day had started out quietly enough, heading out to have lunch at Tony's family farm. The route was flat to start with, and picturesque in general. Some of the roads we travelled had been traversed the day before.

The plan had been to visit a fruit winery, which was located in the hills, vaguely in the direction of Donnybrook. We made our way along Crooked Brook Road into the low hills and started gradually climbing. Finally we came to a quite steep one, which our Ride Leader assured us was not all that bad. After some muttering and toiling up the hill, we whizzed down the other side to encounter a short, gravel road. We dutifully cycled along the road to get to the winery, which sported the sign "Closed"! After a short stop, and with more muttering, we cycled back along

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the gravel road then back up the steep hill we had not long ago come down.

Shortly after we turned onto another gravel road, which we were assured was a short cut. This one was a moderately steep uphill, and with yet more muttering, especially those with narrow tyres, we toiled our way to the top. Phew! Finally, we all made the summit and came upon the downhill which had been promised (a long while ago, it seemed!). We all rocketed down the hill and Tony's place wasn't all that far from there where we all enjoyed a very welcome lunch.

The ride back to Bunbury started off slowly, but got faster and faster, as the rest at Tony's place and the food had obviously revived the participants! In spite of the brisk headwind we managed a fast pace and arrived back at the Youth Hostel in time for a good strong cup of tea.



EPISODE IV

"Perhaps I'd better back off a bit" I thought as my bike computer indicated 35km/h while the Hon Treasurer and I travelled briskly along old Mandurah Road, heading home.

The day had passed quite quickly so far. We started at 7am sharp from the Bunbury YHA and had been accompanied by Tony to the Old Coast Road turn off for the scenic drive through Australind. We had a brief stop for water at the service station near the Harvey turn off, then made good time to get to Lake Clifton. There we enjoyed large mugs of coffee before heading out again toward Mandurah. We hadn't been going long when Terry drove past and waved as he went by. The traffic had become heavy as people made their way home after Easter.

It was exactly 11am when we rolled onto the Mandurah waterfront to stop for some lunch. We lunched under the cool shade of a large Morton Bay Fig, surrounded by a flock of

seagulls. Soon after we left Mandurah, Lance and Patricia drove past in a long line of cars heading north. This section of the ride in the early afternoon had become quite warm. We were glad to finally get to the turn off to old Mandurah Road to be able to get out of the major traffic stream for a while.

We rejoined the main road north of Rockingham and went past Naval Base, before getting onto the cycle path which runs from Woodman Point to Fremantle. We stopped at Woodman Point for water before setting off again. We were both a little amazed at how quickly we had gotten there!

We didn't stop at Fremantle, but instead cruised through, as neither of us felt the need for another stop. I rolled into home just after 2:30pm and sat down for a very well earned cold drink!

Mark

P.S. We never did find the fire. Someone else must have put it out!

April Fooled!

The Newsletter was delivered and the challenge was out for all to tackle. Just who would be fooled by our little April joke? Now before you start panicking, I'm not going to name names, just a few clues (well, some do deserve consideration).

Our first candidate was dobbled in by his wife. He couldn't believe his daughter wouldn't tell him about something as significant as a name change. After reading the article to his wife, she calmly pointed out that it was an anagram for APRIL FOOLS.

The country boy took the practical approach. He picked out the name he liked best and wrote out the initials - FOOLS. Seeing that it would spell this silly title (not something the club would want to be associated with), he decided to try the alternative, APRIL. After sussing it out he rang us at home to tell us he'd been caught.

One Night Standing around I found out about another member who'd been caught out. He wanted it kept secret (oops). He'd rung his trusty mate and told him it was wrong and just what were they thinking. After being let off the hook, he wanted it kept secret. However, later he confessed all and still had to be told to look for the anagram which gave it all away. "Oh, I didn't even get that!"

Two concerned life members wrote letters detailing what should be done with the club: "...to give it either of the names listed would be like a death sentence to the CTA," and "I entirely disagree to a name change as the present title explains what the Club should be promoting." They were quickly let off the hook by a friendly phone call.

A car-less member, who is always willing to help, thought it would be helpful to ring up and state categorically that he "doesn't like either of the names suggested and thinks the name should stay as it is."

Three members decided to give us back what we gave and wrote insightful responses that had us being the fooled ones.

The first, with his interesting letter states that "...the proposed names... would readily permit the uninitiated to conclude that the club sought recruits from:

- overweight males and females who are regular users of indoor exercise bicycles;
- recently arrived migrants anxious to iden-

tify as "reallyo-trulyo" Australians who ride bicycles to pubs and then progress (by the same transportation) to pizza bars; and

- beach fishermen who tiring of early morning solitude have decided to associate."

Well we wouldn't want that, would we? This member also had another suggested name:

"Grand Order of the Knees-Flexed, Neck-Bent and Bum-Centralised Position Devotees."

The final article received on this topic went the whole way. This couple sent in a suggestion for a new club logo.

Pretty good I thought!



ALDO CONTARINO

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- Frame Repairs
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Technical Hints

LIGHTS AND GEL-CELL BATTERIES

Do you have lights with a gel-cell battery? A number of people in the CTA do and for the most part they are pretty good. There are now a number of different systems to choose from. They offer the advantage of having a much brighter light than torch style lights and unlike dyno lights, they stay on when you are stopped.

Have you ever thought about the care of the battery? Most of the lighting kits are 6-volt and come with a battery charger. The problem is that the charger is usually a simple one and this may lead to problems if a little care is not taken.

The main issue with the gel-cell is the problem of overcharging. This is unfortunately relatively easy to do, because there is usually no charge regulation mechanism in the charger. Overcharging is not recommended because it can shorten battery life (quite drastically if the battery is overcharged often). In extreme situations, you can cook either the battery or the charger, or both. The way to ensure this doesn't happen is to limit the charging time so that the battery is fully charged and not too much more.

There are two options:

- i) Limit the charging time to that which is required.
- ii) Use a 6-volt gel-cell charger with a charge sensing mechanism.

The cheap way is to limit the charging time, which is best illustrated by example. Suppose you have a 6-volt, 6 watt light. When the lamp is burning, the current draw will be 1 amp. Most 6-volt chargers are 500 milliamps (ie 0.5 amps). In this example, the light will draw down the battery charge at twice the rate that the charger will recharge

it. Therefore, to restore the charge of the battery requires it to be charged for approximately twice the time the light was burning. A bit of extra time has to be factored in as well, to account for heat losses and increased resistance in the battery as it approaches full charge – about 10% extra will do. So, if our light had been used for 20 minutes, charging time is $2 \times 20 = 40$, plus 10% = 44, or roughly 45 minutes. Note that this is not an exact science, but only a rough guide. If you want to leave your charger unattended (say overnight), use an electronic timer switch to limit the time the charger is operating. Plug the charger into the timer switch and set the timer so that it will have the charger operating for your calculated length of time.

Some of the electronics stores around town now sell 6-volt battery chargers which have a method of preventing overcharging. Companies that come to mind are J-Car and Dick Smith. The chargers have special circuits that sense the state of charge of the battery and switch the mode to trickle charge to prevent overcharging. In some models, normal charging is indicated with an LED which glows while the battery is charging. The LED starts flashing when it is in trickle charge mode to indicate that the battery is charged and the charger should be turned off and disconnected. It is safe to leave the battery and charger in this state for an extended period of time.

I have been using one of the special chargers (from J-Car) for approximately 18 months now and the device seems to work quite well. Previously I used the timing method for charging my gel-cell and this was satisfactory also.

Mark



CTA Clothing Available Now

A large range of clothing stocks, in all sizes and colours is coming in. So get your order in now.

See back page for sizes and ordering information.



Bikewest

Encouraging Cycling, Promoting Safety

Phone: 9320 9320

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.

**Tune in to Radio 6NR on
Saturday mornings**

8.00 - 8.15am

**Put a smile on your dial and
tune to 927KHz**

The CTA Achievement and Challenge Series

Once again we are running a series of rides that will allow you to qualify as a receiver of the Super Achiever or Challenge Award for 1999. Each ride of the series must be completed in a set time limit but is otherwise non-competitive in nature.

The Achievement Series

To become a Super Achiever you must complete a 50km, 100km, 200km, 300km and the 10,000 in 8 brevet or official ride.

The Challenge Series

The Challenge Award will be obtained with a 50km, 100km, 100 mile, 200km and 10,000 in 8 brevet or official ride.

Using Brevets and Audax Rides

The brevets can be either CTA or Audax rides which have been approved by a member of the CTA Committee (preferably the Rides Co-ordinator for CTA brevets - see below). Note that this year we have included two separate series in the calendar to allow the maximum number of riders to participate in either of the rides programmes.

Any person intending to use a CTA brevet card for a ride must contact the Rides Co-ordinator to select one of the approved routes at least one week prior to the ride (you do not need to book for an official CTA ride of the series). After completing a brevet, the member must deliver the card to the Rides Co-ordinator to record the ride and ensure that the ride is officially recognised at a Committee Meeting. If you require further details please contact Steve on 9313 2814 (H).

AUDAX FOR CTA RIDES SERIES

From now on if you want to take part in an Audax ride you MUST complete an entry form and get it to the ride organiser BEFORE the day of the ride.

Forms are available from the CTA Rides Coordinator. I would suggest you fill out this form with your details in the Rider section and then PHOTOCOPY the form to give yourself the opportunity to enter multiple rides. If you don't put down an Audax membership number, you will be charged \$2 extra as a non-member.

Then:

1. Fill in the Ride details with the distance and date of the ride.

2. Determine the ride fee as follows:

all unsupported rides - \$5

supported: 200km - \$8

300km - \$12

3. Sign the form and send the form and correct money to the ride organiser (make cheques payable to Audax Australia) before the day of the ride. Also note that if your form does not reach the ride organiser by the Tuesday before the ride, there will be a \$2 late fee.
4. Maps and route notes can be collected from the ride organiser 2 weeks before the ride. If you want it mailed to you, send a stamped self-addressed envelope with your entry form. Otherwise you will get a map and route notes with your brevet at the start.

THE WINNER'S CIRCLE

Steve started the gun on the first two rides of the series for the year - he just didn't start his bike! However, he did note the following people were successful in their endeavours:

50km

Bruce Beecham
Graham Blackwell
Mark Boulton
Melanie Boulton
Dennis Braddon
Kleber Claix
Janet Deverill
Mark Elliott
Barney Hines

Michael Hook
Tony Humphreys
Simon Koek
Colin Pearce
Max Talbot
Lance Whiteford
Patricia Whiteford
Mark Wilcox
Ann Wilson

100km

Bruce Beecham
Graham Blackwell
Dennis Braddon
Kleber Claix
Janet Deverill
Mark Elliott
Michael Hook
Tony Humphreys
Carol Jackson
Simon Koek

John Meakin
Colin Pearce
Seamus Smith
Max Talbot
Liz Wheib
Lance Whiteford
Patricia Whiteford
Mark Wilcox
Ann Wilson

For those of you who missed the ride for one reason or another, never fear! A new series starts in the next rides calendar - so start getting fit now and really show them on July 18 (when the new series starts). If you have any queries about the series, please contact Steve Blackburn on 9313 2814.

Audax Australia

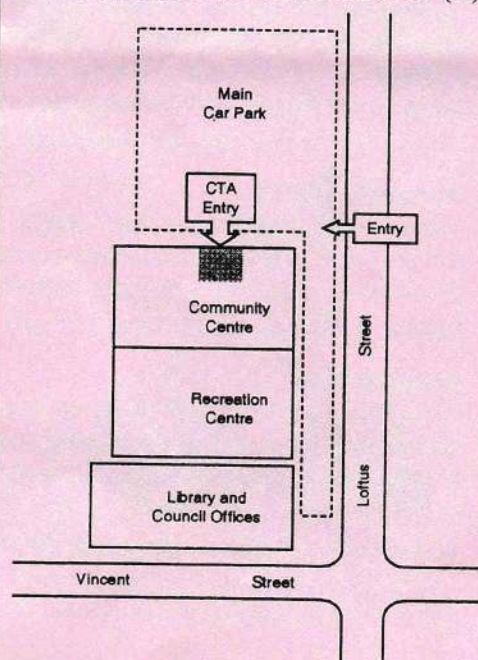
Audax is an international long distance cycling club. The first club originated in France in 1904. The name is a loose translation from the latin and means "courage". All rides are non-competitive and conducted over specified routes and distances within set time periods.

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 income 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 the CTA Rides Co-ordinator, Steve Blackburn, on 9313 2814 or by checking the Rides Calendar.

CTA Social Evenings

The Social Nights are usually (but not always) held on the second Wednesday of each month at the Loftus Community Centre on the corner of Loftus Street and Vincent Street, Leederville. Enter from the main carpark on the north side of the complex (see map below). For further details contact Desama on 9472 9887 (H).



Rides Calendar — May to June 1999

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

If you are interested in doing a particular ride, but you feel it may be too long for you, don't be put off. Contact the ride leader to see if you can do part of the route.

* Indicates ride suitable for Achievement/Challenge series.

WEDNESDAY MAY 12

Meet at 7:30pm at the Loftus Community Centre in Leederville (see map on page 9). If you want to know where your bicycle paths are leading you, get some insider information from Main Roads. Find out about the latest plans for upgrading the paths along the freeways and the suburban railways, the new cycle paths through the central city area and other improvements associated with major road projects. Don't forget the great nibbles and coffee afterwards.

Contact: Desama ☎ 9472 9887 (H)

SUNDAY MAY 16

40km Easy, 8:30am Start. Meet at the Raffles Hotel carpark for a ride down south of the river, riding past Murdoch Uni and around Bibra Lake, before returning for some morning tea.

Leader: Desama ☎ 9472 9887 (H)

SUNDAY MAY 16

*160km Medium/Hard, 7:30am for an 8:00am Start. Meet at the Lakes BP Service Station on Great Eastern Highway for the third ride of the Challenge Series (see page 9 for details). The circular route is scenic but does include stretches on highways and main roads. We cycle through Wooroloo, Toodyay, Northam and York. Time limit is 10 hours (average 16 km/h). Note that this is a ride for members only, but new memberships will be accepted on the day.

Organiser: David Stobie ☎ 9383 9394 (H)

SUNDAY MAY 23

50km Easy/Touring, 8:30am Start. Meet at the Raffles Hotel carpark and we will hug the north side of the river to Fremantle for morning tea and then return via cycle paths to the Raffles.

Leader: Kleber Claux ☎ 9458 7519 (H)

SUNDAY MAY 23

15km Easy, 8:30am Start. Meet at Burswood Kids Playground carpark for a pleasant pootle around the Narrows and Goongoongup Bridges. Stay to eat an ice cream afterwards if the Mister Whippy van is still out at this time of year.

Leader: Louis & Graham Blackwell ☎ 9444 5098 (H)

SOCIAL NIGHT

Meet at 7:30pm at the Loftus Community Centre in Leederville (see map on page 9). If you want to know where your bicycle paths are leading you, get some insider information from Main Roads. Find out about the latest plans for upgrading the paths along the freeways and the suburban railways, the new cycle paths through the central city area and other improvements associated with major road projects. Don't forget the great nibbles and coffee afterwards.

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Leader: Louis & Graham Blackwell ☎ 9444 5098 (H)

SUNDAY MAY 30

25km Easy or 60+km Medium paced mixed ride, 9:00am Start. Meet at the Causeway carpark for a mixed ride at a mixed pace. Latecomers can catch the ride at the Raffles Hotel carpark as the leaders follows the Swan River to Fremantle at a slow but steady pace. Riders can elect to stay in Fremantle with Steve and then catch the train back to Perth or continue at a slightly faster pace with Janet on a northern route to Perth.

Leaders: Janet & Steve ☎ 9319 9526 (H)

JUNE 5-7

Relax in a cottage next door to a winery for a weekend away of frolicsome fun. Contact the organiser by the end of May if you would like to join in. Further details on page 2.

Organiser: Janet ☎ 9319 9526 (H)

SATURDAY JUNE 5-6

*300km Hard. Contact the organiser at least one week before the ride for further details and to register.

Organiser: Nicky Armstrong ☎ 9293 2068

SUNDAY JUNE 6

20km Easy, 10:00am Start. Meet at the Causeway carpark for a short ride through the inner suburbs en route to the western end of the Northbridge Tunnel. The tunnel structure is now complete and the mechanical and electrical fit-out is well under way. We will have a guided tour through the tunnel walking the full length between Fitzgerald Street and Lord Street.

Leader: Terry ☎ 9472 9887 (H)

WEDNESDAY JUNE 9

Meet at 7:30pm at the Loftus Community Centre in Leederville (see map on page 9). Some of us are lucky enough to travel overseas, others are only able to hear about it. If your one of the latter, then come along and hear the fascinating adventures of Jeremy and Silvia, as they cycle around scenic Scandinavia and take us through the Baltics. Light refreshments will be available.

Contact: Desama ☎ 9472 9887 (H)

SUNDAY JUNE 13

80km Medium/Hard, 9:00am Start. Meet at Midland Town Hall for a ride up Red Hill, then through Walyunga National Park to morning tea at Gidgie. Depending on how you feel, we can return via various scenic routes through Mount Helena to Midland.

Leader: Kleber Claux ☎ 9458 7519 (H)

SUNDAY JUNE 13

25km Easy or 50km Medium paced mixed ride, 9:00am Start. Meet at the Raffles Hotel carpark to seek him here and seek him there, that damned elusive Pimpernel is everywhere. Travel to Fremantle at a slow but steady pace where you can have a coffee at the cappuccino strip. Afterwards, riders can elect to catch the train back to Perth or continue with Steve at a slightly faster pace back to the Raffles.

Leader: Steve Blackburn ☎ 9313 2814 (H)

MARGARET RIVER WHINE

Relax in a cottage next door to a winery for a weekend away of frolicsome fun. Contact the organiser by the end of May if you would like to join in. Further details on page 2.

Organiser: Janet ☎ 9319 9526 (H)

300KM AUDAX

*300km Hard. Contact the organiser at least one week before the ride for further details and to register.

Organiser: Nicky Armstrong ☎ 9293 2068

TUNNEL VISION

20km Easy, 10:00am Start. Meet at the Causeway carpark for a short ride through the inner suburbs en route to the western end of the Northbridge Tunnel. The tunnel structure is now complete and the mechanical and electrical fit-out is well under way. We will have a guided tour through the tunnel walking the full length between Fitzgerald Street and Lord Street.

Leader: Terry ☎ 9472 9887 (H)

SOCIAL NIGHT

Meet at 7:30pm at the Loftus Community Centre in Leederville (see map on page 9). Some of us are lucky enough to travel overseas, others are only able to hear about it. If your one of the latter, then come along and hear the fascinating adventures of Jeremy and Silvia, as they cycle around scenic Scandinavia and take us through the Baltics. Light refreshments will be available.

Contact: Desama ☎ 9472 9887 (H)

THE WALYUNGA LOOP

80km Medium/Hard, 9:00am Start. Meet at Midland Town Hall for a ride up Red Hill, then through Walyunga National Park to morning tea at Gidgie. Depending on how you feel, we can return via various scenic routes through Mount Helena to Midland.

Leader: Kleber Claux ☎ 9458 7519 (H)

THE SCARLET PIMPERNEL

25km Easy or 50km Medium paced mixed ride, 9:00am Start. Meet at the Raffles Hotel carpark to seek him here and seek him there, that damned elusive Pimpernel is everywhere. Travel to Fremantle at a slow but steady pace where you can have a coffee at the cappuccino strip. Afterwards, riders can elect to catch the train back to Perth or continue with Steve at a slightly faster pace back to the Raffles.

Leader: Steve Blackburn ☎ 9313 2814 (H)

SUNDAY JUNE 20**NORTHERN SUBURBS RIDE**

40km Medium, 9:00am Start. Meet at the Causeway carpark for a slow and interesting ride through the northern suburbs. A morning tea stop is guaranteed before returning to the Causeway.

Leader: Noel Eddington ☎ 9355 2745 (H)

SUNDAY JUNE 20**10 000 IN 8**

*110km Hard/Hilly, 8:00am for an 8:30am Start. Meet at Kelmscott Railway Station carpark (near Denny Ave). This ride involves an accumulative climb of 10,000 feet in an 8 hour time limit. The ride is unsupported, so BYO food or refuel at a couple of deli's/petrol stations or at one very nice tearoom. If you're hoping to complete the Super Achiever and/or Challenge Award series of rides, then you MUST complete this ride. Note that this is a ride for members only, but new memberships will be accepted on the day.

Organiser: Graham Blackwell ☎ 9444 5098

SUNDAY JUNE 27**LONG AND HARD**

80km Medium, 9:00am Start. Meet at the Causeway carpark for a ride to the coast and escape from a headwind behind the tandem. Lance and Patricia will show you the intricacies of getting in and out of tight spots on an extended frame.

Leader: Lance & Patricia ☎ 9472 9887 (H)

SUNDAY JUNE 27**SHORT AND SWEET**

30km Easy, 10:00am Start. Meet at the Causeway carpark for a leisurely ride to Guildford for a refreshment stop before returning.

Leader: Terry ☎ 9472 9887 (H)

SUNDAY JULY 4**INDEPENDENCE DAY RIDE**

20km Easy, 9:00am Start. Meet at the Causeway carpark for an easy beginners ride to a coffee shop and return.

Leader: Steve Blackbourn ☎ 9313 2814 (H)

SUNDAY JULY 4**INTRODUCING MOUNTAIN BIKES**

3hrs Medium, 9:00am Start. Meet at the Mundaring Weir Hotel for a good introductory ride to mountain biking. If you've ever wondered what the fascination is in getting down and dirty, then join Noel for an experience you're bound to enjoy.

Leader: Noel Eddington ☎ 9355 2745 (H)

COMING SOON

Sunday July 18 - 50km Achievement/Challenge

Sunday July 24 - 200km Achievement/Challenge

July 24-25 - Xmas in July at Yanchep

If you are interested in leading a ride, or you have a suggestion for a ride that you would like to do, please contact the Rides Co-ordinator by June 15.

ANNUAL ON YOUR BIKE TOUR**OCTOBER 16 - 24****SOUTHERN PEAKS TOUR '99**

This year's tour starts with the participants being coached down to Mount Barker from Perth. Then it's 'On Your Bike' to Denmark, Albany, Porongorup Range, Borden, Gnowangerup, Cranbrook and then back to Mount Barker before being coached back to Perth. For further information or a tour brochure and entry form contact:

Tony Humphreys ☎ 9728 3105 or Marion ☎ 9271 9409

Cycling Dangers

I thought I'd pass this information on to the CTA members as it may be of some interest to those people who have met Richard Jeffery (from Traralgon in Victoria) on previous On Your Bike rides. Richard is a very keen and experienced cyclist. As well as being a veteran of some 29 or 30 nine-day rides in various states around Australia, he has completed rides such as Melbourne's 210km "Around the Bay in a Day" multiple times.

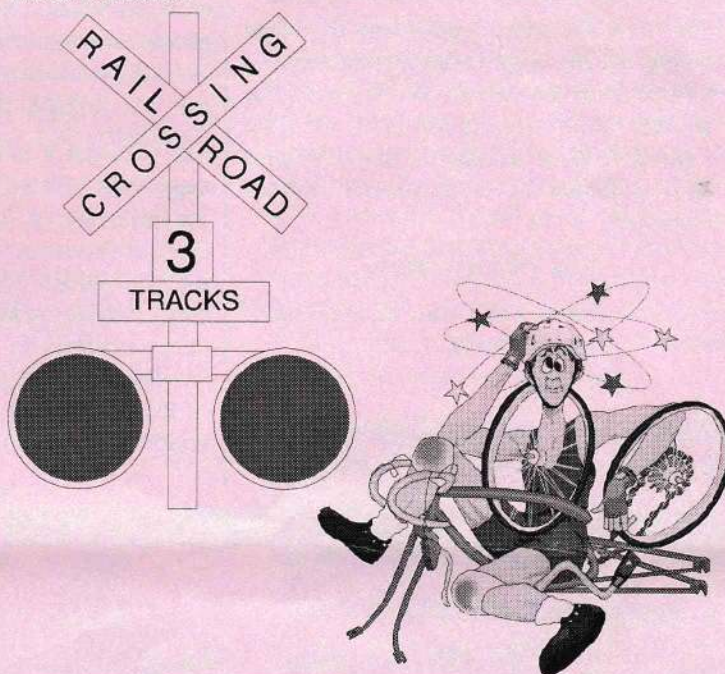
As a result of a recent cycling accident it is most unlikely that he will be able to join this year's Southern Peaks Tour.

Richard was participating in a 160km challenge ride with Bicycle Victoria a couple of weeks ago (March 21) when, only 20km from the finish, he came off his bike at a railway crossing comprising 3 sets of tracks. He crossed 2 sets and came off on the third. As a result he is now in traction at the Western General Hospital in Footscray with a broken pelvis and hip joint.

Apparently he won't ever be able to return to jogging (some people may remember Richard out on his early morning run before each day's ride) and it will be many months before he is able to ride a bike again.

This is a timely reminder for all of us that even the most experienced of cyclists still need to exercise caution when crossing railway lines.

Melanie Boulton



Positions Vacant

There are currently several positions vacant within a busy rides calendar. The experience needed is to be able to ride a bike. Previous ride leader qualifications are appreciated but not necessary for this rewarding position amongst numerous like-minded members. The remuneration is a sense of well-being and satisfaction in knowing that you have helped yourself to fitness and also put something back into the club that has provided many happy hours and memories. All applicants are guaranteed a position within this new and exciting role-playing programme. Please send your details to the nearest Committee member or contact the General Manager, Steve Blackbourn, on 9313 2814.

1999 MEMBERSHIP FEES

Membership fees for 1999 have been set as indicated below:

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. *Note that this does not apply to the student/pensioner membership fees.* Part year memberships are available after June.

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.

EQUIPMENT FOR HIRE

The CTA has some equipment (as listed below) which is available for members to hire for \$5 for 2 weeks or \$10 per month plus a bond. This is a great way to try out cycle touring without having to layout a large amount of money to equip yourself with the right gear.

- Rear Panniers (pair)
- Small Rack Bag (sits on top of pannier rack)
- Trangia

Please contact a committee member if you are interested in using this equipment.

CTA CLOTHING

The CTA has its own clothing 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. The clothing is available in a range of sizes from XS, S, M, L, XL and XXL and costs \$55 for knicks, \$65 for short sleeve tops and \$75 for long sleeve tops (note that long sleeve tops have white sleeves).

Please enclose a cheque with your order made payable to "CTA Clothing" and send to:

Lance Whiteford
6 Hakea Close
Ballajura WA 6066.

If you require any further information you can contact Lance on 9249 1970.



WHERE ARE YOU?

If you are lucky enough to move to a bright sparkling new place of abode, please share your good news with us. All members are asked to confirm their current address and phone numbers with Committee members.

CTA LIBRARY

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 a committee member 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.

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 Officer in Charge at the Police Bicycle Section on 9222 1923 during working hours.

If undelivered please return to
PO Box 174 Wembley 6014
Western Australia

