



Audax WA Newsletter

May 2020

Welcome! It isn't the best timing to resurrect the WA Audax Newsletter with Audax rides suspended in recent months due to the coronavirus. We have no recent rides to report on! But not to be thwarted, this issue takes stock of the Audax year up to now and includes a look at ride achievements over the past four decades. In doing so, we mostly plundered past issues of *The Audax Club of Australia Journals*, *Checkpoint* and AUDAX WA Newsletters to find WA rider contributions.

I hope you enjoy the read.

Audax WA President's Word

Hi All,

As our awesome start to the riding year came to a grinding halt with the Covid-19, I sincerely hope you have all survived the restrictions safely without going too crazy and have managed to get a bit of pedaling in! The good news is, you can dust off the touring bike again as Audax WA rides, with guidelines to safeguard ourselves and our fellow riders' health, will resume on 24 May with the "North of Northam" ride.

In the meantime, the Committee has been working to put together this newsletter with club updates and the jumbo web version including historical rides reports, uploaded to the WA region of the Audax webpage. Real big "thank you" goes to Julie who has done most of the work!

WA Committee - Our aim this year is to get "more bums on bike seats" which I am sure is every Committee's aim, so this is where we need you help!

We would like to know the areas you best like to ride, your preference for Saturday or Sunday rides and your ideal distance to ride. Please remember this is your club and the Committee would like to ensure we have all of our members covered for rides. As we start to resume the social 50km rides, please invite your friends for a ride and take every opportunity to encourage interested riders to join us.

National Committee - The N/C has been working on combining and updating some of the [club's policies](#). These four policies listed below have been updates and will be available to all members via the website once finalised, please take the time to have a read.

- 1 - Audax Australia Life and Outstanding Membership Policy
- 2- Audax Australia Awards Policy
- 3- Audax Australia Regulations
- 4- Audax Australia Ride Rules

Thanks for reading our newsletter and until the next edition, keep pedalling!

Gary
WA Regional President

In this Issue

President's Word

Kudos

The year thus far ...

What's New

WA Audax 300km 1989

Have you read?

Perth – Albany – Perth 1200km

300kms from the Rear 1990

WA Audax 300kms 1996

Lets Elope 2015

4003km TransOz Fremantle to Bondi Beach

WA Audax Upcoming Rides 2020

Useful Links

Audax WA Committee Contacts

Kudos

Belated congratulations to the four riders who not only completed the **2019 Super Randonneur Challenge** but the **PBP 2020** ride too:

Gary Peakall, Guido Gadowsky, Nick Mandoki and Wayne Hickman



And kudos to Gary Peakall and Jonathon Pike for completing the Popeish 1400km way back in April 2019.

More recently, starting on 29 February 2020, four riders (Wolfgang Nitsche, Jan Erik Jensen, Wayne Hickman and Nick Mandoki) unassumingly tackled the **Wave Rock 1600km or 1000 miles** through the western and southern wheatbelts. The group battled strong headwinds and freezing nights. Nick and Jan Erik successfully completed the ride followed by Wayne despite dealing with an overuse injury. Massive achievement chaps! A huge thank you to Wayne Hickman for organising the ride, including giving up his Christmas to recce the route. The riders were also seriously grateful to Alison McLernon for turning up with food and words of encouragement on day 2 when the riders were battling the terrible headwinds (check out the short video clip on Facebook).



The year thus far ...

46 successful riders. 28 of these are 200km+.

10,819 calendar kms ridden; about 800km less for the same period last year.

We have ridden a lot more permanents this year - 16 so far - 2,544km accumulated. Only nine permanents were ridden for the whole of ride year ending Oct 2019 - 2,200km accumulated.

Top riders

<u>2020</u>	Nick Mandoki	3,051km	<u>2019</u>	Wayne Hickman	5,370km
	Jan Erik Jensen	1,914km		Gary Peakall	5,320km
	Wayne Hickman	1,424km		Nick Mandoki	5,205km
	Gary Peakall	1,148km		Jonathon Pike	4,440km
	Ed Pley	939km			

New riders

Ed Pley, Forrest & Plains, 300km
Hitesh Madam, Coolup Loop, 200km
Tim Christensen, Coolup Loop, 200km
John Payne, Coolup Loop, 100km
Ian Barker, Bjorn Blasse Celebration, 100km
Isaac Jackson, Bjorn Blasse Celebration, 50km
Tania Conlin, Wave of the Wavers, 200km



Aussie Day 50km river loop 27 January 2020

Completed rides since 1 November

23 November: Forrest and Plains 305km, 400km & 605km
30 November: Social ride - Committee Farewell and EOY wind up
7 December: Southern Sunrise 120km & 230km
21 December: Social - City lights & burgers
5 January: Helena Valley Dental Care 100
25 January: Coolup Loop 100km & 200km
27 January: Social 50km
8 February: Bjorn Blasse Celebration
15 March: Dental Sunday 300km
29 March: Wave of the Wavers 200km and the 1000 mile Wave Rock



Bjorn Blasse Celebration 8 February 2020

Cancelled or no rider rides

8 November: Timber & Wheat Tour - too hot
21 March: Fleche Opperman no riders COVID-19 concerns
Cancelled due to COVID-19 risk: Prison Pedal, Giro de Perth (9 April), Mogumber Magic (9 May)

Ride reports

[Coolup Loop](#) 100km and 200km

[Bjorn Blass Celebration](#) 2020 50km & 100km

[Mandurah - Dwellingup Permanent](#) 100km



Wave of the Wavers 29 March 2020

All ride organisers as well as participating riders are encouraged to provide a ride report either by email to the Committee or better still log onto the www.audax.org.au and select *Media* then *My Ride Reports* then *Create a ride report*. Follow the directions in each box as you type in your ride report and upload photos (no larger than 1 MB) as you wish.

What's new!

Good news with sections of the Kwinana Freeway PSP and the Como to Narrows shared path now re-opened.

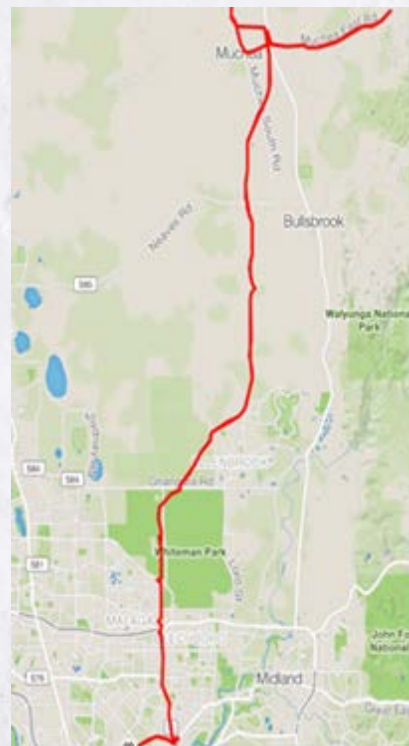
But now the Kwinana Freeway PSP near the Canning Bridge is closed until late June with a diversion in place to facilitate bridge works.



Just south of Mundijong Road, some short sections of the Kwinana PSP have sunken. Looks like fixing the path isn't happening anytime soon as bizarrely bollards have been bolted into the bitumen reducing the path to a single lane (see photo at left).

PSP out to Muchea is now open (see map at right). Perry reports the path is smooth, wide and a bit undulating. There are big Tungsten lit intersections at Cooper and Neaves Roads then Muchea. It opens up great direct access to the Chittering Valley and beyond without travelling on main and

highly trafficked roads. Great route option for trips to Toodyay, Bindoon, Gingin and wheatbelt destinations.



Zig Zag Scenic Drive in Kalamunda will be temporarily closed to vehicles for six months from 30 May due to hooning and antisocial behaviour. Hikers and cyclists still allowed.

Roe Highway PSP. Section between Maida Vale and Berkshire Roads partially opened on 8 May.

WESTCYCLE provides details of [major works and infrastructure updates](#) affecting cycle ways/Audax routes around Perth.

WA 400KM AUDAX 1989 - by Sam Burton

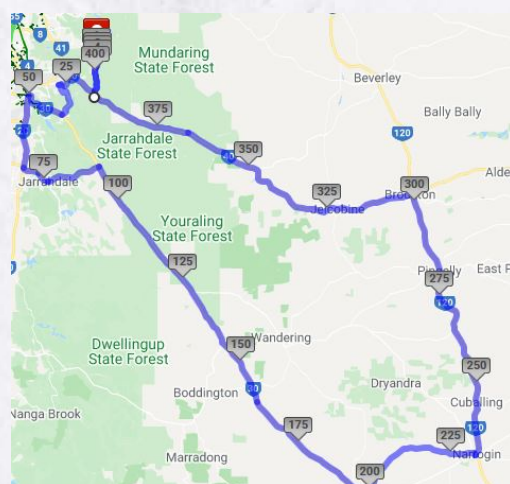
The Audax Club of Australia Journal June 1989

This year's (sic) 400km Audax ride was the near perfect solution to an otherwise uneventful Saturday on the 20-21 May. The course was a demanding one with a fairly even mix of flat, undulating and tortuous sections.

The start was John Martin's house in Pickering Brook, (on top of the scarp) and from there it was down Brookton Highway to Albany Highway to Armadale and on to the Jarrahdale turnoff past Whitby Falls. From there back to Albany Highway were some of the worst hills of the ride but a cup of soup at the secret control made it worthwhile.

The next control was at Crossman and from there to Narrogin. Rain fell for most of the final 181km through Brookton and then back to Pickering Brook via Brookton Highway. A 5am start to the ride on a cool morning was difficult but to see Phil Giddins riding to the start while I sat in a warm car was humbling to say the least. Raincoats were donned for warmth through the hills as Peter Bombardieri's floodlight illuminated the way for everyone else as he told stories of aggressive dogs which were "usually" chained when he trained in the area.

The stretch to the secret control at Albany Highway was fast at around 25km/h, and faster for John Martin and Lin Hambleton who didn't start until 5.30 after Lin overslept. A group of seven of us took turns to Crossman and kept up the good pace and everyone was in soon after us.



2020 map of the route based on article

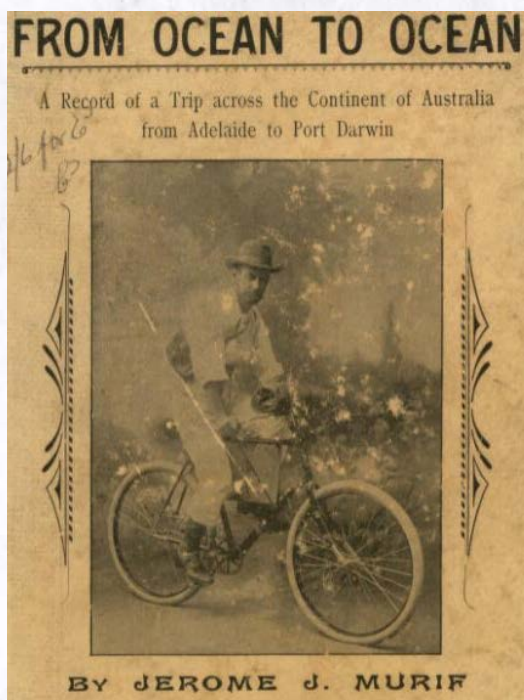
We left Crossman, which consists of a service station/restaurant and a house, to go to the major agricultural town of Narrogin. About 80km later we stood soaking in the rain at the control. A friendly resident offered us the use of a one car garage (already containing one car) for a bit of shelter. It was not much but gratefully used.

After the rain had receded somewhat, we set out for the 70 odd km into Brookton and expected darkness. This stretch was unusual in that a cross/tailwind had blown us into Narrogin and now returning along nearly the same direction, only a crosswind remained, occasionally blowing from the rear. After a few sharp hills, the terrain softened to a constant uphill, although only rising a few metres in every hundred. This levelled out after Pingelly for the last 20km to Brookton. Once in Brookton, 4 punctures between 2 people (while their bikes were stationary!) delayed our departure by over ½ an hour; maybe it was a conspiracy! The best hamburgers in WA (according to Brian Hawes) and numerous chips were consumed at the service station. Brian was right.

The final 110km along Brookton Highway was hard with rarely a flat section but darkness concealed the hills and we made it home without incident. The ride finished at around midnight or later for most and a cup of coffee from Aileen Martin was much appreciated.

There was a WA record of 15 starters (13 finished) and the 400km of 1989 ended there and then for most of us. Not so for Kleber, Peter Steer and John Martin, who between them got a working starter motor into the support vehicle stranded on Brookton Highway. They didn't get to bed until around 6am on Sunday. Many thanks from all of us to Geoff Creighton for driving the

support vehicle and making all those cups of tea and also to Aileen for the coffee at the finish of an eventful and far from boring day. The starters were: Don Briggs Peter Bombardieri Graeme Burton Sam Burton Kleber Claux Colin Farmer Phil Giddins Lin Hambleton Brian Hawes David Lidbury John Martin Jim Matthews David Midolo Shane Ritchie Peter Steer



Have you read?

An account of the first cyclist to cross Australia from south to north starting in Adelaide. It took Jerome Murif 74 days in 1897 to complete the journey often pushing his bike for miles over long sand sections.

Available for download from:

National Library of Australia <https://nla.gov.au/nla.obj-408878066/view?partId=nla.obj-408879826#page/n0/mode/1up>

Or The Project Gutenberg

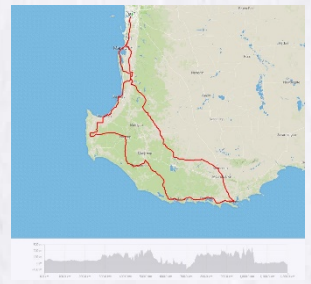
<https://www.gutenberg.org/files/58206/58206-h/58206-h.htm?fbclid=IwAR1A3Afio48pfvtqYWbt4B95zRra4EJtekBRFAOI7l2npSczxDkCpbhCpA>

The good and the bad times of endurance riding. Perry Raison completing the 2011 PBP



Perth – Albany – Perth 1200km

As many of you know this ride is held every four years. The most recent ride was held in October 2018 with 71 starters including from interstate and overseas. The feedback following the 2018 event was exceptionally good and sets a high standard for the next PAP to be held in 2022. Ride reports comment on constant headwinds to Albany, wildlife (snakes), damp weather, hills, endless bits with nothing but bush, amazing event organisation and volunteers. Photos from 2010 & 2018 PAPs.



Terry Ord recounts a 300km ride from 30 years ago starting in Midland, up Green Mount hill on to Clackline, York, Beverly, Brookton then back along the Brookton Highway through Kalamunda to the start point.

It was nearly 4am as we assembled at Midland Town Hall. When I arrived, Phil was already eating his well-earned breakfast having cycled about 50km from Fremantle just to get to the starting point. I always feel like hitting him when he does things like that, it makes me feel so inept.

By 4am everybody I could see - which at that time in the morning was only the guy next to me - was ready to roll. The organisers were beginning to be harassed by awkward fundamental questions - like "What the hell am I doing here at 4am on a Sunday morning?"

Nevertheless, we set off towards our first objective and I immediately took the lead. This first stretch of 50 metres of flat main road to the first traffic lights was going to be my one and only opportunity. One of the younger riders who had been asleep since we started fell off his bike at the traffic lights, and unfortunately grazed his knee badly. He was one of two young teenagers whose company we enjoyed for the rest of the first leg to Clackline.

I persevered with the sweltering pace of 24kms per hour until we hit Green Mount hill travelling East on the Great Eastern Highway. Having spent over \$100 two days before on three super low gears and a reverse, I was surprised to find myself getting up the hill fairly comfortably. Of course I'd been long since passed by the group intent on making it home before daybreak and another group who were concerned they might crash into my stabilizers. The cool temperatures, the excellent company and the relief for those of us who had experienced the Red Hill heat and wind from the last Audax, all made for a good start. The road to Clackline was undulating and relatively uneventful with our group of about 15 or 16 riders really enjoying the early morning air which in

some pockets was quite cold. My bike - a first war army reject and used by the Italians in the Abyssinian campaign was doing well until the seat bolt sheered. We all gathered round to collect the saddle and various fixtures and make the usual comments about the strength of rear ends.

Photo: Clackline Bridge taken 2014



By this time our reduced band was well behind as they stayed with me to help me acquire a high-pitched voice riding to the

first station 11km further on. Very willing hands quickly found me a bolt for the saddle and we said hello to everyone as we arrived and they left - BO is a funny thing, people refuse to tell you, you have it. Hot soup was being ladled out to everyone who arrived before we did - I put an official complaint into the organiser about the lack of tail end soup facilities but he said he couldn't hear it because my voice was at dog whistle level.

The second section of the ride took us down a delightful set of pot holes mixed with a little tarmac to York which is a lovely small town and one of the first inland townships of Western Australia now trying to be a tourist centre. As a Yorkshire man it brought back memories of another York far away with its genuine plastic Tudor oak beams and olde worlde souvenirs made in Taiwan.

The ride to this point had been easy - in fact very pleasant, but unfortunately our young friend was having problems with his knee and decided not to join us for the next encounter of 'brain overcomes body' subtitled 'stupidity wins the day'.

The ride to Beverley (another misplaced Yorkshire town) was on flat terrain with a slight breeze against us. Our group was down to seven by this stage but I'd never been this way before and was enjoying a pleasant ride. That was my brain, my bum was however under a local anaesthetic. Some of us were beginning to realise that 300km was further than the daily ride to the deli after all, but we held the group together and to me that is the greatest feature of Audax riding.

Conversation is a marvellous time spender and reduces the incidence of suicide attempts by the riders on the latter stages of these long rides. Janice - the only female in our group turned out to be not only a long lost friend from my squash days, but an excellent conversationalist, keeping us all in relatively high spirits describing what sounded to me like periodic full moon sexual exploits in the woods over a 24 hour period with somebody called Ro-Gaining. I was surprised since husband was riding in the group ahead of us.

We all reached the next station at Brookton a little worse for wear. One group of superhuman souls had already left some time before but the middle group with Dave, Arie, Don, Kleber et al were still stuffing themselves from combinations of supplies from the support trailer superbly run by John and Anne Waters and offerings from the local petrol station. Their 7 day old pre-cooked, pre-heated, double micro-waved, stir fried tomato sauce mixed with meat pie (is that the right way round?) was a joy to behold and pleasure to watch someone else eat.

Bottoms and legs refused to rise to the next occasion, another 60 odd kilometres north along the Brookton highway. This is undulating terrain which by this stage was all uphill so we made sure we were the last to leave in case anyone needed help apart from us. By this time we were down to 5 'players' plus John Martin who is my hero on these rides -he consumes my abuse and imbecilic twitterings with amazing resilience and good humour and helps us all at the bottom end of physical ineptitude.

By this time the heat was also noticeable and the wind had managed to change direction to match our turn, so we were again cycling into it. The wind in WA - for those of you in the East who are not aware, is a taunting intelligence able to blow against whichever direction you decide to travel in.

There are two exceptions to that, early in the morning before it's had time to think (providing you're travelling west), and late in the evening up the West Coast highway when it can't see you. Paul's delightful wife and boys met us at the next stop which was littered with distraught bodies in various stages of decomposition. After several litres of fluid and sugar pretending to be food, the middle group were on their way leaving us to consume everything in sight to regain some energy.

Paul was not feeling well at this stage but I was encouraging, and told him to pack it in. His wife said it was downhill all the way to Kalamunda, roads must be totally different from the wheel of a 10 tonne truck because from here to the next secret rendezvous somebody had to tell me where the downhill bits were - an identity crisis was looming and by this time my bum was submitting legal separation papers.

For some reason - possibly about 6km downhill and the cool evening air - the last part of the ride was very pleasant and all six of us made it into Midland, tired but very pleased that we had conquered whatever each of us had set out to conquer that day.

For myself I am determined to stay at the back of the pack and shall continue to train every day in order to retain the honour of being last back for every Audax ride in 1990.

BREVETS for the 300km AUDAX 8TH APRIL 1990 were well earned by:

Glynn Birds Don Briggs Graeme Burton Sam Burton Brett Rutherford Andrew Oakeley Terry Ord Frank Pratt
John Turley Kleber Claux Colin Farmer Phil Giddins Fred Hacking John Walker Janice Millar Lin Hambleton Trevor
Holm Harry Hyde Paul Irvine John Martin John Meakin David Midolo Anthony Jennings Barry Jones Barry Kershaw
Arie Lemson

WA Audax 300km 23 March 1996

Checkpoint Autumn 1996 contains an article by Don Briggs entitled 'News From Way Out West'. It includes this item about a 300km loop down to Yarloop.

On our regular Training ride Amanda Annells and Mark Nilan told everyone that they were going to do a day-time 300km ride on the permanent route. Ten people showed interest but the number was reduced to nine, when Terry Redican had to withdraw because of thrombosis in one of his legs. Could have been the cramps problem on the last 200km ride.

We met at the home of Mark and Sue Nilan at 5.30am on a very cold Saturday morning; long lycra and rain jacket temperatures. Some of us marvelled at the comet still visible in the northern sky while others prepared their bikes. Barbara Farmer restarted her cycling career with husband Colin, Brian Hughes, Steve Blackbourn, John Lee, new rider Alan Tolcher, Mark Nilan, Amanda Annells and yours truly. I had planned the route and tried to keep away from some of the more busy roads which unfortunately meant we had a distance of somewhere around 310kms.

This distance proved to be our downfall later on. Alan had a puncture after about half an hour and while some walked off down the road others of us helped with suggestions and actually changing the tube. As we all joined up together again the wind was becoming stronger into our faces from the south east. A peloton was quickly arranged and with nine riders we managed to set up a reasonable pace.

Our first stop was Mandurah at the 24 hour Service Station over the Murray River Bridge. Potato pies and chips were the order for the day and when everyone had eaten we set off for Pinjarra to the east. Through the dairy land area south of Pinjarra, which is very dry this time of the year, we managed to dodge some large truck on the back roads but thankfully survived to reach the next control at Yarloop.

Yarloop¹ is a timber town on the South West Highway and we lunched again on pies; meat and apple before enjoying a tail-wind ride to Preston Beach.

Misfortune struck Amanda when a spoke snapped in her rear wheel. Fortunately we were able to loosen off the other side to square it up again but it was left in a slight egg shape. Colin was next but his problem was more severe. Nearly all of his rear wheel spokes had become loose. He had to stop a couple of times on the way home to double check that his quick repair was still operating.

After Mandurah again we headed off onto the last leg of the journey. Fairly uneventful was the return trip until we reached a turn-off which would have added another 10kms onto an already over the 310kms planned distance. Colin our Regional Correspondent and myself as the Ride Coordinator bowed to the mob rule and decided to go on a yet uncharted route but shorter. A gravel road jumped out of the darkness and Barbara fell with Brian Hughes tumbling over the top. Both suffered some abrasions and Brian a sore neck.

We eventually went back to the finish via a busier road where Sue was waiting with a hot coffee. This ride has let more people into the Super Randonneur 1996 area and each wanted to do the ride to get some distance into their legs for the post Easter 400km event on the 13th of April.

Note: A lightning strike sparked a fire east of Waroona in January 2016. Many readers will remember that the historic town of Yarloop, 120km south of Perth, was all but destroyed. Fortunately, the community has been able to slowly re-build.

‘Lets Elope’ 400km, 300km, 200km and 100km rides 14 February 2015

This ride is scheduled to re-occur in June 2020.

Everyone gathered at DWP for a prompt 5am start.

The strong headwind all the way south was used as training resistance. The driving force behind half of the field was the goal of going to France in July and this was their last qualifier for PBP. It was pretty much head down, bum up all the way to Mandurah.

Wayne did point out to a car driver he was going the wrong way in a one-way car park in Mandurah! The car driver was a policeman in a police car! We are all human after all!. Wayne, Alison and Carol pushed on to The Leprechaun Cafe on Estuary Rd for coffee's, ham and cheese croissants, which were rewards for the 90km of headwind just ridden.

At the 101km mark we farewelled Carol, as she now turned back for home with the wind pushing her all the way. "Come on Al's only another 100km or so of resistance" Wayne said trying to sound upbeat!

Little bit of nice gravel on way into Yarloop and thankfully the Eckersley Rd works were all finished. We rode past Tony's turn off to Harvey and wondered how he had faired in the wind!

Just before Australind Sean and Stephen passed us on their homeward trip. Buggers had bigger smiles on their faces than kids in a candy store, as they now had the tailwind home! We stopped at the servo in Australind for ginger beer before tackling the last 16km to Bunbury. We spoke to Greg here as he was on the return trip home and remarked how nice it was to have the tail wind blowing him home, to his beloved valentine and wife Sharon.

The trip to Bunbury was uplifting as the ginger beer had kicked in and the thought of tailwinds home. In Bunbury we had a quick lunch, filled water bottles and we were off, Lets (el)ope this tailwind carries us all the way home! We saw Caroline on her way to Bunbury as we were coming out. I wondered if Alison and I had that same big smile on our faces as we had seen on Sean and Stephens some hours before.

With Australind and Yarloop behind us, it was very nice to finally get to Mandurah. We rewarded ourselves with an ice-cream, but when we set off to go I think the ice cream had brought our core temp down and I nearly stopped to put on my jacket. By the time Mandjoogoordap Drive brought us to the cycle path we were both warm.

We chatted most of the way home, but still the last 25km from Thomas Rd was like "Are we there yet!". The DWP finish was a very welcome sight, because we both needed a wee!

The ride to Bunbury took 11 hours and the return journey 8 hours. Just to give you an idea of the wind encounter on the day.

This ride and report is dedicated to the memory of Ralph Morgan who has cycled off to heaven on 2 Feb 2015.

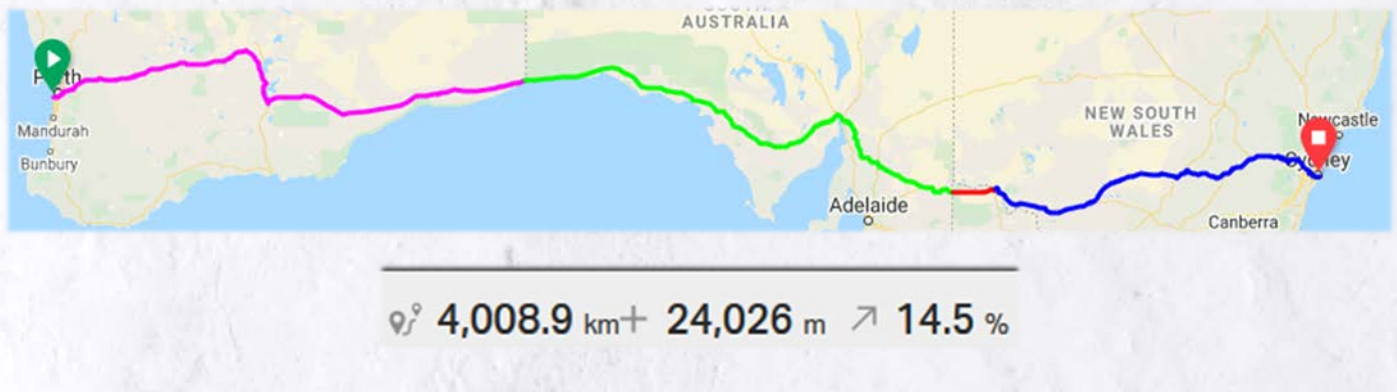
Participants:		
400km (to Bunbury and Back)	300km (to Harvey and Back)	100km (to Paganoni Rd and Back)
• Wayne	• Tony	• Patrick
• Alison		• Stewart
• Sean	200km	
• Stephen	(to Southern Estuary Rd and Back)	
• Greg	• Carol	
• Caroline	• Perry	

4003km Trans Oz Fremantle to Bondi Beach June 2017 By Wayne Hickman

For those who might not know, the Audax Trans Oz is an unsupported ride from Fremantle to Bondi Beach with the expectation that the 4000km ride would be completed within 20 days. The [Audax's Trans Oz web page](#) warns to "Be prepared to suffer long daily distances, endless flat and straight roads, boredom, loneliness, cold, rain, headwinds, tailwinds, road trains, wandering cattle, camels, emus, wombats, and kangaroos, overpriced accommodation, average food, and sometimes questionable water quality."

The 2020 start dates have been cancelled. The first 2021 proposed departure date is 15 April 2021. Some serious pre-requisites apply.

Two WA Audax riders completed the ride in 2017. Daniel Rock in September of that year and Wayne Hickman. This is Wayne's record of his Trans OZ ride that kicked off on 6 June 2017.



‘What an absolutely stupid idiotic foolhardy cunningly brilliant concept – Andrew Johnson!’

Riding from Fremantle to Sydney was always on my bucket list of rides to do, it just happened that June 2017 was also my birthday!

Ok which bike to take. I'd recently purchased one of the late Dave Doust Surly long-haul truckers but having ridden a 200 on it, I decided it was going to put me into too much of an upright position. My OPPY frame cracked on our OPPY ride this year so that was out, I'd just made up an 11 speed ultegra but that was more for quick rides around the river, recumbent yes but no, as I have not really ridden any distance on that in 3 years. I have an old Avanti Corsa, an alloy frame with carbon forks and stays. I decided that this frame had served me well for the PBP 2007 & LEL 2009, it deserved the trip with me. I got Quantum Cycles over here to put my Dura-ace from broken OPPY on to Avanti frame. They noticed the fork had a crack in it and fixed it for \$\$\$\$\$. So, an afternoon job turned into a 3-day job.

I got the bike back on Thursday 1 June and spent most of the evening putting on dyno lights, fitting rack, running wires and making bracket for AYUP's to sit on! Used same Schmitt dyno wheel as 2007 and 2009.

Saturday 3 June, we had a 200km calendar ride to Bunbury that provided a good trial run, then Sunday 4 June another 200 around the Bunbury/Collie area. That night in Bunbury I couldn't get the lux USB light to work so I swapped it for the lux IQ. The back rack also needed to be stabilized as it moved too much and a couple of times hit the rear spokes.

Monday 5 June rode 200 back to Perth and made modifications to bike, stabilized the rack with a piece of dowel and cable ties, packed panniers for the Trans-Oz departure the following morning.

In bed by 11pm & up at 3.30am for the 5am depart from Fremantle. Having 600km in the legs from the last 3 days, the plan was to ride 200+km per day; I thought that would work well! I did not want a rest day before departure as I did not want my body to go into deep recovery mode.

6 June, Alison drove the bike and I, the 30km to the start at South Mole Fremantle. She had a Dolly Parton CD playing, (do you know how many times I sang '9 til 5' on my trip over grrrrrrrr). My good mate Colin Law also turned up on that cold windy morning, to wave me off, he was going to ride to Mundaring with me but was unwell. I had cue sheets made and laminated but to be honest once you get out to Mundaring (apart from deviating into the towns) there is a (R) turn @ 580km Coolgardie then (L) turn @ 740km Norseman then straight ahead to Port Augusta 2413km.

Day 1 Fremantle - Tammin 201km. Whilst having lunch at Meckering I rang old Audax rider and PAP motorcycle support rider Alan to enquire if he was home that night and whether they had a spare bed for me. His wife Jan cooked a great meal.



Day 2 Tammin - Yellowdine 221km. At Burracoppin I came across the Rabbit Proof Fence so I stopped for banana & photo. I rang ahead from Southern Cross to book accommodation at Yellowdine, as it's in the middle of nowhere, they do a really nice veg burger. I had one for dinner and got a takeaway one for eating for the next day. Footpath out back to donga has road lights lighting the way because road maintenance crew had been staying here for a month previous!

Day 3 Yellowdine - Coolgardie 154km. Had head winds most of the day and was feeling very, very low. If Alison had been there with the car I think I would have thrown the bike in and gone home. Went to the pub and had beef roll and cup of tea, then headed to caravan park. I got the owner, of the Caravan Park, an old bloke (looked 104 years old) out of bed at 3pm so I could check in!! I had two naps in my donga while the washing was on and between hanging it out to dry. Headed to the pub for dinner at 5.30 but was too early as they don't start serving til 6pm! Beef Stew, worth the wait. Went to servo (24hour) across road from caravan park to get sandwiches for breakfast.

Day 4 Coolgardie-Fraser Range 271km. Think the semi rest day was just what I needed as I was quite rejuvenated when I left 5.30am. Slight tail-wind and 28kph for a couple of hours before dropping back to my standard 22kph! Met a man pushing a pram with his belongings in it, he was walking to Sydney 25km per day, so who is crazier??! Rang from Norseman to book a room at Fraser Range 105km away. Had to go back to Norseman 3km as I had left my gloves at cafe! Didn't get to FR until 7.40pm but they were brilliant and even saved me dinner (fish and chips, I don't usually eat fish) and gave me the key to kitchen to help myself to breakfast in the morning as I left just before 6am.

Day 5 Fraser Range - Caiguna 269km. The Balladonia roadhouse has a small museum, which has a piece of an American satellite that fell to earth years ago. Why did the backpacker waitress look at me funny when I asked for a veggie burger with the lot, YES, I know that means egg & bacon!! Spoke to a motorcyclist also going east, he had installed a spare fuel tank on his bike rack as the main one he said on his bike was not large enough for the distances he was traveling, I looked down at my



belly, yep think I have that one covered. Was trying to make Cocklebidy but it was another 65km and it was already 7.25pm now at Caiguna so decided \$80 donga was me for the night.

Day 6 Caiguna - Madura 156km. On this day, I had a Tom Dumoulin movement. The big breakfast I had at Cocklebidy wanted out and there was no way it was gonna wait, rushing I found a big bush to hide behind Arrhh relief!!! Madura Roadhouse is off the road 50m and half way down a fast hill I nearly missed the turn but it would not have mattered as I could have gone into the eastern entrance/exit. Nice lookout before

the hill. Also, this day, was my birthday so I had 2 beers whilst I did my washing, the nice reception lady let me use the staff dryer as the customer one was broken!! My lucky day until while having a shower that night I caught a piece of dry skin on my left bum cheek with my finger nail and pulled it in to good skin and made it bleed. This was not good, especially as it's right where my bum makes contact with the saddle.

Day 7 Madura-Border Village 193km. When having breakfast at Madura 2 fellow cyclists came in who were cycling to Adelaide. Turns out they used to work with some bloke call Tim Laugh! Despite the skinned bum I found that sweet spot on the saddle and no issues so far! Clocks went forward 30mins (central WA standard time). Border Village has Pokie machines WTF

Day 8 Border Village-Nullabor 184km. Whilst having breakfast at Border Village I spoke to circus owner Shane Lennon who was going to Kalgoorlie from SA then onto Perth, 27 vehicles in his convoy, glad they were not going my way. First glimpses of ocean on right today, saw a sign telling me 6 whales had been sighted yesterday, how did they get on the road I thought! There was a ridge on my left and for most of the day, it starts 500m away and works its way over to the road. When it made contact with the road usually on top of a small rise it starts 500m away again on my left and repeats time and time again until I go over the pass and away from the ocean or was my brain just on repeat. I had an eagle flying just above my head to my left for about 1/2km, it kept looking at me and I could see that look in its eye, is that human chop on wheels' eatable!!!

At one stage, on my left just off the road in the bush a kangaroo was keeping pace with my speed. I could see a road train coming towards us and thought this is not going to end well for either of us!! The stupid roo hopped onto the road just as the road train got near, but then he sat on my side of the road waiting for road train to pass before hopping to other side off road. I had to break otherwise I would have run into it, I'm sure he was laughing as he hopped off. I'd seen quite a few of his mates lying motionless on the side of the road, plus 2 eagles and a wombat.



About 50km from Nullabor roadhouse I pulled over into a rest stop, I found a flat bush behind a tall bush and pulled my Knicks down to my knees then fell forward into the small bush so the sun would shine on my Knicks and exposed bum cheeks to dry them out a bit as the sweat was beginning to be aggravate my skin. I was really glad a Truckee didn't stop as I would have been too tired to fight him off. Thank God after 15 mins I was ready to get going again and nobody had spotted me! I had also eaten a ham & cheese toasty and it was not sitting well in my stomach. The last 50km to Nullabor Roadhouse felt like 500km as the cut on my left bum cheek was getting sore. It was \$139 for a room

Day 9 Nullabor-Penong 224km. Beans on toast for breakfast and turkey/cheese sanga to go for lunch later. The treeless Nullabor after the roadhouse become more sheltered with trees and small hills to break up the flatness from last couple of days. Got to Penong 6.50pm slept in donga out back of pub, barman gave me an electric fire and said 'you'll need this'. I had a shower and washed my Knicks which I put in front of heater to dry them out whilst I went and had dinner in the pub. When I got back to donga my knicks were nice and dry but I had to leave the door open for 15 mins as it was soooo hot inside. I did not need the heater on during the night, despite it being freezing outside.



Day 10 Penong-Kimba 386km. Set alarm for 4.30 for early start but kept hitting snooze button and did not get out of bed until 6.30 (wasted 2 hours). Had breakfast in 24-hour servo across the road from pub. Left at 7.08. Blue Dolphin cafe at Ceduna for lunch very good. Had bike outside near door and some lady complained to owner, so the owner let me put bike inside café. One win for cyclists. Wirrulla post office/shop is very friendly and burger was not too bad. Across the road there is a nice big bus shelter right next door to toilet, thought this would make a nice emergency sleep stop if needed. Minnipa pub is well worth a stop for dinner had a great ham steak. Left just as Geelong had scored first goal against the WCE. Was going to ride through the night as I wanted more time in the bank and the bum was feeling good, so kept going as the going was good. Around 10km out from Kimba I felt some spots of rain. About 5km out I had to stop and put my rain jacket on as it was getting heavier. Down the Main Street I saw a toilet block and decided I needed to sleep and to let the rain pass over, it was now 3am.

Day 11 Kimba-Port Augusta 154km. Crap night sleep (excuse the pun) toilet floor tiles were very cold, my teeth were chattering, took damp tops off and put dry one on then damp ones back on, warmed me up a little. Should have got my space blankets out and laid one on floor and used other to cover me which would have kept me warmer. Left 5.30am ham and cheese sanga for breakfast washed down with coke. Light drizzle as I left. Iron Knob near Port Augusta is a big hill that won't be there once they have mined all the ore out of it. You know PA is not too far away when you get to this hill. At the end of this road you get to a T-junction right is Adelaide left PA. Rode past a sign on other side of road and it just said at bottom Western Australia with an arrow to the right? Rode in to the centre of PA found a cafe and had late lunch and looked on google for a motel, too hard, so on the way out of PA there are a couple of motels so I just picked one. Highway One \$68 for room and it had 3 single beds. Got here at 3.30, so threw every item of clothing I had into the washer, was sat in laundry with a towel round me when some grey nomads came in to do their washing, think I gave them a shock sitting there half naked. The motel has a restaurant so dinner was a great chicken curry and in bed by 9.30. Best night's sleep for the whole of my trip, due to only having 2 hours the previous night or the 3 beers with dinner!! Got some pocket food and bacon egg sanga for breakfast from servo next door

Day 12 Port Augusta-Burra 221km. Rolled out 6.30, arranged to meet Pete Heal at Burra. The road to Horrocks Pass turn off was very bumpy, tried to ride in the truck wheel tracks but had to keep getting back onto hard shoulder because of traffic. Local bloke came and rode next to me for a couple of Km, he informed me the top of the pass was steeper than the bottom, yeah just what I wanted to know! The climb was very pleasant, shady areas were chilly but where the sun shone on you it was 5 degree warmer then finished off with a nice big downhill. Wilmington for coffee and a ham salad sanga. Undulating hills now.

Melrose has a bike shop & cafe but cafe does not do proper food so had 2 big cookies. Got Darrel (owner) to put 2nd bike computers onto bike which I did not need in the end. Big mountain bike area. Gladstone IGA has pies and quiche which was my lunch, this place at one time had 3 different Railway gauges so lots of labour was required for unloading and reloading.

About 22km from Burra I ran out of steam, I was going slightly uphill but only at 4kph. I stopped and ate 2 mars bars and put on leg/arm warmers. I texted Pete to say I was not going to make dinner cut off time, he texted back no worries he would organize my dinner. I got to Burra 7.40pm dinner was at the pub, lasagna and they had a very loud band playing, glad we are not staying here but up in the town at the motel. When I first got to this town I did not realize how big it was, I stopped at the first pub I came to and rang Pete, he told me to keep coming, when I looked up road I saw a sign saying town centre 2kms.



Day 13 Burra-Renmark 204km. Pete had bought fruit n nut cereal for breakfast which we made last 2 days. Bad night sleep and we were on the road by 7.20 small climb out of the town, Pete stopped on road to take photo and I nearly ran into the back of him, that was close. We saw 2 kangaroos boxing on a hill with the rising sun behind them. Sort of thing you can only witness as a photo does not do it justice. Few hills today but with a slight tailwind and later on, more side on, over left shoulder! There is a quarantine box at the start of the SA Riverland and people sometimes leave their good fruit on top of the box, yeah Pete and I had our fill of free oranges, love freebies or was that an Audax unmanned control.

Morgan 85km in 3.5hrs bakery stop and pastie for later. Was supposed to meet up with Pete at Barmera for a coffee but did not realize I had to turn left into the town and I bypassed it. Looked at tracker and saw Pete was behind me (which did not happen very often) messaged Pete and he said he would catch me up. We got to Renmark together at 5pm it's a long street think we started at 16th avenue and our motel was on 8th. Short stroll into town, Chinese for dinner and on way back into servo for ice cream and pocket food for the next day. Washed Knicks and used hairdryer to dry them, creative use of services.

Day 14 Renmark-Euston 221km. The room at Renmark came with breakfast, the only down side was they did not open till 7am but Pete and I wandered over at 6.50 and they had just opened. Tea, OJ and 4 rounds of toast later we were on the road by 7.15. we rode out together but I am a lot slower and once Pete was warmed up he rolled on at his speed. I Caught up with Pete at Cullulleraine roadhouse bacon and egg roll was ordered but I think they had to go kill a pig and collect the eggs, not saying it took a long time!!! They did have live



yabbies in a bucket which I thought were for eating but they were for bait. I thought to myself, am I a yabbie on the road waiting for a road train to eat me up. Quickly shook that thought away.

Mildura by 3pm. Honey chicken for late lunch. Pete rode off ahead to sort our accommodation and dinner/breakfast out at Euston. 80km in 2.5 hours for Pete 3.5hr for me. I rang Pete near a roundabout at Euston to say where are you, bloody hell I was right next to our motel. I got in 7.30 and had pizza waiting for me. Pete and I took turns in who had the double bed, my turn tonight and I thought I'd won lotto, the bed was as wide as it was long, the shower could have fitted 6 people easily, this was by far the best accommodation on the trip, it was also brand new and still had that new carpet smell about it. Where was our bikes stored, with us in the room of course, but if they had been wet we could have easily put them in the bathroom with heaps of room to spare. Pete had got bread for toast in morning and Vegemite but as I don't do Vegemite I went to reception and the nice lady gave me lots small satchels of strawberry jam. Pete the super domestique, was going above and beyond his job description and we have the pictures to prove it! Washed, ironed and presented my next day's ride kit.

Day 15 Euston-Hay 213km. Temp was -2 on this morning, toes were just tingling slightly, 6.15 roll out. Balranald by 10.15 slight tailwind. Scenery was much the same as the Nullabor, flat and lots of salt bushes. One difference was the snow on the road sides, well ok, it was loads of cotton off the trucks going to the mill to make cotton gin. Fog was around until sun was high in sky warming up the earth. Flat riding over the plains. At motel by 5pm, did washing after Pete's had finished and then went to pub for dinner. It was too expensive so we went to local cafe. I had fish n chips and as you know I don't eat fish, I think I'm becoming a fish eater. My washing had not spun out properly so the drying took 1.5 hours which meant I did not get into bed until 9.45. Hay has a lot of history to it and you can read lots of plaques about the buildings, if you have time to read them all!! Pete was also on the front page of the newspaper on one of his record-breaking trips.

Day 16 Hay-West Wyalong 255km. Nutra-grain for breakfast but we could not eat it all so we saved some for the next breakfast, but why did I have to carry it, that was at least 300grams of extra weight, thought Pete was my super domestique, I know I could cut a small hole in the bottom of the Nutra grain box and pannier so it would fall out as I cycled along, yea that would work!! The stupid things you think of when on a long ride! This was the coldest morning of the entire ride -3, Pete told



me. The fog was so heavy it formed icicles on my bike and cloths. At one point, I got off the bike, jumped and the ice fell off me and made a circle at my feet. Pete struggled to take a pic of me as his fingers were so cold, I overcame that by just not taking any pictures!! We then had a conversation about it not really being that cold and in fact we were on a beach somewhere, which worked for me! The stupid thing was, it was not unpleasant my fingers and toes were chilled but not freezing, this is where being mentally strong comes into its own, I think!

The fog had cleared and the sun was up by the time I got to Goolgowi where the deli shop is off the main drag in the back street but it's the only place to get tucker, service is a bit slow but it does do a nice bacon n egg roll, worth the wait. Rankin Springs the lady there was so helpful nothing was too much trouble. Weethalle shop the tattooed man behind counter asked where I'd been as my mate (Pete) who had come through 3 hours before said I was just behind him. He also asked if I knew you could fly from Perth to Sydney, I was too tied to get into the debate, or was it all the boxing posters all over the walls!! Ice coffee thanks then out of there, put on warm cloths whilst I drank my ice coffee! W.W Ardeanal motel 7.30pm & Pete had been to shops and bought Indian for tea (after he had phoned Alison to see if I liked Indian). Super Domestique status is reinstated.

Day 17 West Wyalong-Bathurst 265km. Rode the first hour averaging 28kph but then died back to my cruising speed of 22kph maybe the slight tailwind had died off. Pete and I were together at Caragabal but the shop was not open so we stopped for banana and mars bar, we got some funny looks and then realized we had stopped outside a school and it was dropping off time! Onwards to Grenfell and one of the best breakfast on the trip. Old 50/60's style diner Pete informed me (as I'm too young to know) is next door attached to the servo. This was where Pete and I parted company, he was heading back to Canberra. It really had made the last 5 day so much easier on me as Pete has done this part of the trip so often he knew where to stay and what to get for dinner/breakfast. I'm indebted to you good buddy, and hope you enjoyed my company as much as I enjoyed having you along on this trip. Safe trip home and big thanks.

Pete had told me Blayney was a good target to aim for a sleep stop as the road from there to Bathurst was quite hilly. With that in mind I pushed on, I had enough snacks on board to go the distance. I did stop a couple of time but kept them to no more than 10 mins each. I got to Blayney 6.15pm. I had a decision to make, sleep or Bathurst. I was feeling really good at present, I went to takeaway shop and ordered a kebab, hamburger n chips. Whilst they were cooking I googled accommodation in Bathurst and booked motel room, gotta go now, I thought, commitment made. Only 37km to get there and 'its hilly' Pete had told me. Put on warm cloth ate some chips and then off into the night. Every time I passed a distance post it was a small win. I did not care what time I got to Bathurst as it was another km closer to the finish. I'm so glad I made the call to get to Bathurst that night as the road was up and down but better to do it now then at 6am the following morning. I managed the 37km in 2hours and got to Bathurst at 8.40pm. My motel room was upstairs, I did not care I could smell Bondi and the finish. Even not having milk in my room fridge, so having to drink black tea did not dampen my mood! Ate my Kabab and chips for late dinner but saved my burger for breakfast.

Day 18 Bathurst - Bondi 221km. Up at 5am and away by 5.30am. There are more uphill's than down hills most of the way to Lithgow as you are climbing over the Blue Mountains. Going down one



pass the trucks and buses are restricted to 40kph, I was able to pass two trucks and but then a flashing sign told me to slow down, how can it confuse me with a truck!! Going up Victoria Pass I had the cycle gods looking down on me as I had no trucks behind me, there is only one nasty section as the road is only single due to going over a short bridge and no hard shoulder. I stopped at Lithgow servo for a very ordinary vegetarian wrap and crap coffee. I think it was Victoria Falls (Mountain High Pies) that I had to stop again as was in need of food and pee. Highly recommend everybody stops here. Got a beef pie but it also came with mash potato, mushy peas, pumpkin and gravy on the side, I thought I was in heaven!

From Katoomba it's downhill for a good hour plus, good job as my left Look pedal has lost its blade and I couldn't stay clipped in! A policeman had pulled a truck over and they were parked on the hard shoulder, I had to come to a near stop and wait for traffic to go past before I could pass. Also in a couple of places the drains had cracked towards the main road and if you're not paying attention it would be game over! The Great Western Highway runs onto the M4 freeway and an almighty tailwind. I was easily crushing most of this section 30kph plus at some points 42kph with ease. VenloMark was going to meet me at the M4 exit around 5.30 but due to my new-found energy I was there at 3pm. I made a phone call to Mark and decided to go it alone, I had my cue sheet and google maps how hard could it be.

From here to the finish is about 50km, it took me just over 3 hours due to all the cycle path detours as Sydney having a lot of road works going on at present. I tried to stick to the route as much as possible but in some places, it was impossible and looked for a road I should be on further on and headed for that. I met a cyclist on the cycle path going in my direction and he showed me the way as far as Canterbury. I was basically following the river cycle path towards the airport. I had to stop and look at google maps a few times, but that was more for my own piece of mind. I even helped two ladies who were lost and looking for their hotel, they were walking in the wrong direction (rendering assistance do I get extra time I thought). I met another cyclist who was heading towards Bondi but not going all the way. I told him which way I was trying to go, yes, he said that's easy follow me. The traffic was very heavy, my new-found friend said he had never seen it this bad, so he leads me a slightly different but safer quieter way. We got to a T-junction and he said I'm going right here but you need to go left and then it's your first right and it puts you back on track. Not quite, it was about 4 or 5 down on the right. When I got on to Bondi



road most of the traffic lights and street lights were out. That's why the traffic was so bad, from here it's a steady downhill all the way to Bondi Beach. Right onto Queen Elizabeth Drive through the car park and I recognize that person, standing alone in the cold under a street light, it was my beloved Alison. Not quite finished yet, carried the bike down onto the beach and dipped the front wheel into the sea. A bigger wave came in so the back wheel and my shoes also got dipped.



Thanks to Mark Lloyd who also had come to see me in. Glad there was not too many people as that meant more celebratory Guinness for us. Total food cost \$1,107.80 Total accommodation \$1,123.00 Big thanks to Pete for his company and wisdom and Andrew Johnson for cue sheets and ride concept.

Thank you also to all the dot watchers and messages, it's a great motivator knowing people are looking out for you. Too my peloton of spirit mates Martin P, Jimmy C, Micky, Dave D & Matthew, Mike thanks for keeping me safe on this truly humbling ride. I enjoyed our one-way conversations, it kept me sane! This ride is in memory for all you guys.



Carol Dooley ▸ Audax WA

23 June 2017 at 16:12 · 🌐

Big Congratulations to our WA Audax President - he has arrived in Sydney on his epic Audax Trans Oz ride. Well done Wayne, what a great inspiration you are!

Officially: "Wayne Hickman (WA - Audax Aus) Start 5am WST 6 Jun, Finish 6.34pm EST 23 Jun, 17days-11hrs-34mins"

WA Audax Upcoming rides 2020

24 May North of Northam 200km with a shorter but almost as hilly 100km route likely to be included

Northam – Bolgart – Calingiri – Goomalling – Northam.

13 June Let's Elope 200km, 300km, 400km

400km follows the Perth Albany Perth Route from Deep Water Point to Bunbury and return. 200km goes to Pinjarra before heading back and the 300km is to Harvey and return.

27 June Foothills Cruise 100km, 150km

Mostly flat along the bottom of the Darling Range scarp with 1 or 2 hills.

12 July East of York 206km

A winter ride located further east where rain is less likely. Worth the trip to explore some scenic roads you don't usually get to ride.

25 July Toodyay Loop – 35th Anniversary Ride 120km, 200km

PSP to Midland then up Gt Northern Highway to Bullsbrook thence thru the Chittering Valley and Julimar Forest to Toodyay. Leave Toodyay via back roads with a stop at Bakers Hill Pie Shop. Then Wooroloo, Chidlow, Darlington, Midland & back to Bayswater.

Useful links

Audax Australia Framework for Resuming Rides (COVID-19 safe): <https://audax.org.au/audax-australia-framework-for-resuming-rides/>

Audax Australia ride calendar: <https://www.audax.org.au/portal/rides/calendar>

Audax WA Regional Webpage: <https://audax.org.au/western-australia/>

Audax Australia Webpage: <https://audax.org.au/>

Audax Australia Policies: <https://audax.org.au/knowledge-base/audax-policies/>

WESTCYCLE: <https://westcycle.org.au/>

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Well if you got to the end of the newsletter it is a good sign. I hope you have got some enjoyment out of the read. Please let us know what you think so we can determine if there is an appetite for the occasional WA regional newsletter. Let us know what you would like to see in future editions. Better still contribute!

My thanks to the contributors both current and those who have unknowingly re-contributed from the past.

Julie Kenworthy

Audax WA Newsletter Coordinator

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