



Audax WA Newsletter

August 2020

Welcome! My very sincere thanks to the members who contributed to this edition and made a newsletter possible. I have still delved into the archive material though, and what a treasure of articles reside in the different newsletter archives and also little snippets amongst the Audax WA Randonneurs' Facebook posts.

While recent ride reports are included in the newsletter they are also available via the [Audax WA webpage](#).

Audax WA President's Word

Hi All,

With WA calendar rides back into full swing, its been encouraging to see the participation from long standing members to newer monthly members on most rides.

Spring is on the way and there are some great scenic rides coming up...so lube up the bike, pack ya lunch and register for a ride!

However, as we are still under the Covid-19 cloud lets be mindful of the vulnerably members of our community and ensure we continue to practise social distancing on the rides.

The WA committee is currently working on next year's ride calendar and would value your input, if you have a particular ride you would like to see on the calendar please contact Nick.

Also a survey seeking your input and views on all things WA Audax will be sent out in the next few weeks. To make it worthwhile, we really need maximum participation so please take a few minutes to record and submit your views.

Save the date –

11 September 2021 is the 100 year anniversary of the first Audax ride in France and the 40th anniversary of the first Audax ride in Australia. To celebrate this amazing mile stone the N/C is planning nine days of riding across Australia starting with a Centennial 200km in each state and the possibility of 300, 400, 600km rides. So mark the date in your diary and prepare for an awesome week of cycling.

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

Gary
WA Regional President
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The year thus far ...

(1 November 2019 – 25 July 2020)

83 successful rides completed by members. 53 of these are 200km+.

19,343 calendar kms ridden; about 8,500km since calendar rides resumed. This is about 3,000km less than the same period last year.

As mentioned in the last newsletter we have ridden a lot more permanents this year - 18 so far – 2,967km accumulated. Only nine permanents were ridden for the whole of ride year ending Oct 2019 – 2,200km accumulated kilometres.

Top riders

<u>2020</u>		<u>2019</u>	
Nick Mandoki	3,876km	(Whole Year)	Wayne Hickman 5,370km
Wayne Hickman	2,244km		Gary Peakall 5,320km
Perry Raison	2,086km		Nick Mandoki 5,205km
Gary Peakall	1,983km		Jonathon Pike 4,440km
Jan Erik Jensen	1,914km		
Ed Pley	1,680km		

New riders

Carl Anderson, Tristan Ward, Robert Webster Toodyay Loop, 200km

Doug Rutherford, Toodyay Loop, 100km

Also in August Bruno Lanciano and Sandy Bektic, Departed Friends Memorial Ride 214km 128km rides respectively.

Audax Ride Reports – the forgotten worth?

by Julie Kenworthy

Audax WA ride reports have been few and far between in recent years. There are snippets of feedback amongst Audax WA Randonneurs Facebook posts and perhaps the demise of Audax newsletters – WA's & Audax Australia & website issues – have discouraged reporting. **Perhaps all that members want these days are short social media posts on Facebook?** The lack of reports and also participation on our Facebook group, has made me wonder what members want and if I am one of a very few who see value in ride reports.

The obvious value is providing details of what future riders can expect including route conditions, where they can re-supply, weather conditions, and hazards (people & wildlife) along the way. It provides feedback on route safety, suitability and recommendations for improvements. Who participated, what riders experienced and challenges overcome to complete the ride adds interest. It also promotes the esprit de corps of Audax WA. The latter is particularly important as we seek to encourage new members.

Ride reports also allow newbie and less experienced Audax riders to get a feel for what is involved in completing an Audax ride i.e. that it can be tough and even experienced riders get tired and suffer physically and mentally. These members also gain by getting tips on gear and nutrition. Non-riding members and partners of riders also can get a feel for what their partners and friends experience through reading the ride reports.

While ride organisers (RO) are encouraged by the Committee to provide or arrange a report post ride, any Audax rider can contribute back to the club by providing feedback on their ride experience good or bad. Only a very few of us are doing reports at the moment, **so please if you agree with me give it a go. The more varied the contributors the better!**

Ride reports and/or photos can be submitted by email to any Committee member, by creating a report using the ride report tool or by emailing wa.media@audax.org.au

The upcoming survey will provide the opportunity to give your views on ride reports.

Ride Reports

Saturday 25 May North of Northam 213km & 100km

An excellent ride report on mainly the 100km route can be found at: <https://audax.org.au/ridereport/north-of-northam-100km-23-may-2020/>



Monday 1 June A King's ZigZag 100km

A social ride held on the public holiday. About nine riders went up into the hills, including Crystal Brook Rd, down the ZigZag, then up to Kings Park. Most of the climbing was squeezed into about 35kms. Ideal weather. Great route with skillful sheparding of the group by the RO, Gary. Rumour spreading this ride will be held again shortly.



Saturday 13 June Let's Elope 300km & 400km

See Nick's great ride report on page 5 or at <https://audax.org.au/ridereport/wa-lets-elope-300km-400km-13-june-2020/>.

Sunday 28 June Foothills Cruise 150km or 100km

No riders. Lousy weather that weekend.

Sunday 4 July Southern Coastal & Hills 208 km

This was a new ride based in the Peel Region. Thanks to Ed for making it happen. Only a small field of four with Perry being challenged finding the start. A few photos from Perry.



Ed, Gary & Nick (Perry misplaced)

Route took in the estuary before heading up into the hills to Dwellingup then down to Pinjarra and back to Mandurah.

The Waroona control was notable for all the yarn bombing still evident – recognising the efforts of fire fighters and volunteers during the massive bushfires in 2016.

Sunday 12 July East of York 200km and 150km

Four riders completed the 200km and one the 150km route. Freezing start but it did warm up. Challenging day of riding due to the strong N/NE wind. A great read (Editor: biased!) on the 150km route is at <https://audax.org.au/ridereport/wa-east-of-york-150km-12-july-2020/>

Saturday 25 July 35th Anniversary ride 200km plus a 100km

We had a pretty good turn out for the 200km loop following the route of the first WA Audax ride. Two riders also completed the good fun 100km route.

A few snippets from those who rode the 200km:

- A good time was had by all on the 200km ride and there were no issues.
- Gary and Ed had an unplanned long stop in Toodyay ... 45 minute wait for their sandwiches.
- Some advice ... *you don't have to be fast to finish an Audax ride but you do need to know where you are going!*

100km Perth Hills loop report is at <https://audax.org.au/ridereport/wa-perth-hills-100km-25-july-2020/>.



Good turn out for the 35th Anniversary rides

Saturday 8 August Departed Friend Memorial Ride 214km & 126km

Good report from Perry is published on page 6 and also available at <https://audax.org.au/ridereport/departed-friends-memorial/>.

Saturday 22 August Mr Marston's Meander 200km & 121km

A spin around the wheatbelt starting in Toodyay with the canola in flower. Three riders, Ed, Gary and Perry, completed the 200km while Doug and Julie rode the 121km route. Great routes and excellent weather.

Would you like Kalamunda Zig Zag Scenic Drive closed to all but cyclists and walkers?

Then please complete [Kalamunda Zig Zag Scenic Drive Survey](#)

Let's Elope 300km & 400km

13 June 2020

"Let's Elope" used to be called "The Long Flat One" (for obvious reasons).

Then one year it was held on 14 February - Valentine's Day - and so the name was changed.

Ride report by Nick Mandoki



Perry, Gary, Sacha, Wayne (Nick taking photo)

we were treated to some spectacular rainbows. Then the weather for most of the afternoon was glorious – beautiful clear skies and warm sunshine. Unfortunately, the spray from the road did take its toll. Myself and my bike both needed a good hose down by the time we got home.



The fixie resting in Harvey

Five riders successfully complete their Let's Elope routes on weekend 13 June. Perry and Gary completed the 300km loop from Deep Water Point down to Harvey and back. Nick, Sacha and Wayne completed the 400km loop down to Bunbury and back. Nick was on his fixie and Wayne rode his recumbent.

There were a few showers, but nothing too heavy or for too long. I packed my rain jacket but never felt the need to take it out of my saddlebag. In the morning

We rode loosely as a group to Pinjarra. Some people stopped for water, food, or to take off some layers. But then we caught each other up again. The exception was Wayne who was out in front for a while but then somehow managed to end up behind. Sacha, Perry, and Gary stopped at the Dome in Pinjarra for morning tea, then rode together to Harvey where they had lunch. I chose to push on ahead for fear of falling asleep on the bike later that night. Wayne was still somewhere behind.

After Harvey the routes diverged, with Perry and Gary heading back to Perth (eventually finishing together at 8.45pm), whilst Sacha got on with the task of chasing me down on the way to Bunbury. The 400km riders followed Gary's winding route south of Harvey, before heading in to Bunbury via the new road bridge between Treendale and Eaton. Running alongside the Collie River there were a few short but steep hills that had me cursing on my fixie. Wayne was probably cursing on his recumbent too later in the day.

After a quick lap of Bunbury town centre we headed back via Australind and the Forrest Hwy, passing the white bike memorial to Shiva who was sadly killed on 3 June 2018.

Then across to Harvey again to retrace our steps for a while before veering off round the Peel Estuary and into Mandurah. I stopped for a break at the toilets across from the Leprechaun. To my surprise the toilets were locked but the taps



NICK MANDOKI started riding with Audax WA in 2017. In just the three years since, Nick has completed the 2018 PBP as well as two additional 1200km Audax rides, the February 2020 Wave Rock 1600km ride, and achieved the 2018 and 2019 Super Randonneur Challenges. Nick also rode a Super Randonnee (600km with 10,000m of climbing) in Germany/Austria/Italy as a warmup for PBP. "It was a lot of fun, but also quite tough!" Nick has almost ridden 4,000km Audax kms this year. To add to his Audax accomplishments, Nick often completes his rides on his fixie.



are outside so I was still able to fill my water bottle. I then walked up the hill that leads back up to Old Coast Road. There was no way I was going to attempt that on a 48X16 gear ratio with 300km already in my legs!

When I came through Mandurah (about 9pm) there were lots of people enjoying the nightlife. Wayne reported that a few hours later (presumably after pub closing time) it was hoon central.

The final leg up Mandurah Rd, Paganoni Rd, then the PSP was a real struggle for me as I became more and more tired, and my legs became weaker and weaker.

Just after midnight, Deep Water Point (DWP) and the sight of my car (the only one left in the car park by that time) could not have been more welcome. Meanwhile Sacha was still going strong, finishing just 45 minutes behind, and then riding back home to Armadale! Poor Wayne on the other hand needed to take some sleep in one of the PSP tunnels before getting back to DWP at 4.45am, then facing the ride back to Bedford.

Departed Friends Memorial Ride 214km & 128km 8 August 2020

Ride report by Perry Raison

Starters were:

- 214kms: Bruno Lanciano, Ed Pley, Gary Peakall, Murray Lang, Nick Mandoki, Perry Raison, Wayne Hickman
- 128 km Doug Rutherford, Sandy Bektic.

Nine riders assembled to honour the passing of a number of local Audax personalities in recent years.



At Deep Water Point start

The group consisted of six core and three new members out to test their mettle in trying windy conditions. The wind was generated by an approaching large winter low cell that was forecast to make southwest W.A. a wet place over the following three days. The first half of the ride was spent anticipating the second half into the wind, though some pleasant socialising ensued enroute to Mandurah.

Moving on to The Leprechaun Cafe at Dawesville, Ed endangered his health at the public toilets by using the cubicle that I had just vacated.



Doug at Mandurah control

My new 32mm tyres performed well on the next 25km of rough roads to the most southerly point of the route on Old Bunbury Rd. Then began the slog up Old Bunbury Rd to Pinjarra with oft total exposure to the NE headwind.





On dismounting at the Dome Cafe my right knee felt unlikely to complete the return journey to Deepwater Point.

After a good dose of ITB stretching and lower back prodding and a leftover (delish!) piece of Ed's choccie cake, my mind and body were revitalised and we headed up Paterson Rd into what suddenly seemed a reduced headwind.

A large herd of inquisitive cows stopped me to have their photo taken, satisfied they sent me on my way to regroup with Ed, Gary and Murray so we could do a flyby of my Mother in Law's place at Ravensthorpe. (I was later berated for not stopping in to visit, it was difficult to explain why I didn't... I have stopped there a few times on permanent rides so I still have some brownie credits!).



When we rejoined the northward bound PSP it was apparent that the wind had abated somewhat, though still fairly punishing for an old body at the end of the day. Gary and Ed felt inclined to stop at the Baldivis Servo however I declined given the thought of a nice cup of ginger tea, a hot shower and a nice body stretch! I arrived home for a nice bowl of slow cooked beef and veg. before getting on the NBN to check on the Audax stalwarts. Bruno had completed his first ride at the head of field and obviously enjoyed the tough conditions with talk of setting up bike to suit Audax Riding. Murray was a bit the worse for wear but was lured to the end by the promise of a massage. Ed thought the ride was too easy so rode his fat bike, probably accounting for the stop at Baldivis with Gary who was feeling the onset of later middle age with 2 or 3 niggling injuries. Nick was as stoic as ever on his fixxie whilst Sandy rode alone to the end of the 128k course in very windy conditions with Doug steadily following at a distance to the welcome end at DWP.

Q&A with Perry Raison

Perry has been a regular at Audax WA rides for the last 12 years and is a frequent RO. Perry recently completed more than two hundred 200km rides and has also earned an Audax Australia Woodrup 5000 Award (A Super Randonneur plus a Fleche Opperman All Day Trial, 1 x 1000km brevet, a 1 200km brevet (not PBP), and at least 950km of 200km or greater brevets. Four year time limit applies). He also has had his share of mishaps including being wiped out by a kangaroo on a night ride in the Serpentine Dam area.



Perry kindly responded to a few questions. I think he may have forgotten some of his accomplishments though as I am pretty sure he completed the Blackwood 1000 in late September 2013 with 9,559m of climbing. An impressive achievement that didn't rate a mention below!

Q: When did you first start riding with Audax WA?

PR: August 2008 in the 100km '1 Dam' ride: Armadale – Albany Highway – Jarrahdale – Armadale.

Q: What sparked and continues to attract you to endurance riding?

A: The physical and psychological challenges as well as the preparedness for riding on a self-sufficient basis. Also my experiences of bushwalking on my own, particularly the Bibbulman track from Perth to Albany where I spent 35 nights alone in track huts, prepared me for the challenges of endurance riding.

Q: What bike, gearing, and gear do you ride on rides of 300km or more? What food do you eat?

PR:

- Compact crank (50-34 teeth) with 12-28 or 11-32 cassette. Specialize Roubaix.
- Food: Gluten free bread and a variety of suitable muesli bars with low additive ingredient lists.
- A suitable hydration agent preferably with no sugar and magnesium included.

Q: You now ridden more than two hundred 200km BRMs. Great achievement. Also a rumour that you have tried for a record riding 100km rides every day for a year?? Unsure if I have that right. Do you have any other Audax WA milestones?

PR: I've only ridden 154 BRMs of between 200-300k with an additional 49 'recreational' 200's. So 203 x 200k rides in all. Even though I've done 834 rides of between 100 and 200km even I'm not crazy enough to attempt riding 100k on every day of a year! Having said that I did ride 71 rides of 161km (100mi) or more during an eight-month period during 2018, possibly crazy! I also rode 4,642km in a six-week period in 2012 to help our workplace team in the Corporate 'Ride to Work challenge'. I was working full time then! Embarrassingly I was then presented with a 'Champion Cyclist certificate' at an official awards ceremony. In my acceptance speech I heaped the blame on Audax.

Q: You also have a great Opperman All Day record. E.g. 671km ride from Widgiemooltha to Perth in March 2012. Can you give us a few details?

PR: I've ridden four Opperman's of between 506 and 671km. I prefer to ride a 24hr Oppy without sleep, a sleep just gets in the way of an enjoyable finish to the ride.

For details of the 2012 Oppy (671k) see to [Checkpoint no. 52](#) This was ridden with Guido Gadowsky and Danny Rock who are much stronger riders than myself.

Q: You have also done some memorable rides in the eastern states such as Sydney – Melbourne 1200 in November 2013. Can you tell us a bit about your Audax riding in other regions.

PR: The 2015 Giro (1,012km) in Tasmania was the highlight with a small group of riders (11) with intimate support from Tim Stredwick and a small band of local assistants. All three days were memorable, in particular starting at 8PM from Constitution Dock in Hobart and riding 482km to near Deloraine before sleeping after 24hrs on the road with heat and altitude (6,400 metres of ascent)



Danny, Perry & Guido at Widgiemooltha

2013 Sydney Melbourne was memorable with five entrants from WA, Tony Gillespie, Danny Rock, Wayne Hickman, Nick Dale and myself.

2016 GSR was memorable for the wrong reasons illustrated mostly by the increasing amount of blood on each of the three sets of my bib knicks, I used the wrong saddle!

2017 Sydney Melbourne was simply a suffer fest with my body in the wrong place, partly influenced by incorrect setup of bike.

Q: We included photos of you on the 2011 PBP in the last Audax WA newsletter. How many PBPs have you done? Good and the bad? Any more left in you?

PR: I've only completed 1 PBP in 2011 and DNF'd PBP 2015 at 1018km owing to back and hip issues. The 8PM mass start in 2011 was very memorable, the small group start at 5:30am in 2015 not so much. I'm hoping to complete one more PBP but it may require a hip joint replacement before starting.

Q: Any major milestones left that you wish to achieve in Audax riding?

PR: Other than a PBP, perhaps x200 200km brevets and maybe 10 Alpine classics of 200km + if my hip will allow. Also the 75,000km cumulative award which I would have achieved last year if not for my back and hip! My ultimate non-Audax challenge is to reach 300,000 miles cumulative distance to gain acceptance to the U.K. '300000 Mile Club' (or 482,802 km)

Q: Any advice you could offer riders keen to progress to the 1000+km rides? Secrets to developing your mental toughness?

PR: It's hard to say, people are each so different, I think it would be 'know thyself'. To do that you have to go out there and 'test the edge'.

Sage Advice

The Audax Club of Australia Journal December 1987

THE NON-COMPETITIVE NATURE

I was reminded the other day of the non-competitive nature of the Randonneur when in a letter I was reminded that as a matter of ethics one does not publish the finishing times that people achieve on randonnées. It is rather good to be assured that others will judge an individual's success on the effort he put into it, not on the basis of whether he was in before another person or not.

To value the thrill of beating another person while denying him the thrill of beating you is to be competitive: to value the thrill of another's success as much as you value your own and to allow him to have it is to be a Randonneur...

And with that thought,
good riding my friends...

Terry Gross

Now a bit of a look back ...

PARIS-BREST-PARIS by Aileen Martin

The Audax Club of Australia Journal December 1987

Ed: In 1987 Aileen Martin was the first Australian woman to complete the PBP. And she did it with a broken pelvis.

For about two years I thought about riding the Paris, Brest, Paris wondering if I was strong enough, not wanting to start and not be able to finish, but the excitement of riding 1,200km with nearly 3,000 cyclists in this international event spurred me on. John was fortunate to be able to take four months holiday, so we toured England, Scotland and Ireland for 11 weeks before the event, covering some 7,000 km in that time, added to the qualifying rides and training I did in Australia I was really feeling capable. Then disaster struck, I came off my bike near Cork in Ireland, exactly one month before the big ride. Landed in hospital for four days with multiple abrasions and bruising, but worst of all a cracked pelvis, the news was I would be on crutches for three to five weeks. My burning question was "how soon can I ride my bike?" The answer was that I could do anything if it did not hurt too much.



We had a week in Cork after I came out of hospital then crossed to Swansea, hired a car for a week and toured Wales, then based ourselves at Windsor. I had been two and a half weeks off the bike and it was only ten days to the start of the PBP. Trying to get on the bike was the worst, any sideways movement with my right leg was very painful so I would put my bike in the gutter and get on and off from the wrong side. For a week I started slowly, then increased the distances, and I just hoped this would be enough and my earlier fitness would help me through.

We flew to Paris and stayed at a quiet place 50km north and rested for three days. John stripped our bikes down and checked them over, then on Sunday we rode to the start where we had arranged to meet Susan and Stewart Stockdale at the bike check at 1.30pm and also Phillipe, a Parisien cyclist whom we had met while in Ireland who was also riding the PBP. Cyclists were flocking to the bike check some wearing jerseys showing which country or club they were from which made it more interesting. We were wearing our Audax Australia jerseys which attracted an enormous amount of attention, not only from riders from all other countries, but also enabled the other Australian riders to make contact with us.

There were 12 riders from Australia in total, three from Western Australia and it was a great pity that we could not all have been wearing Australian jerseys. Meeting with Susan and Stewart who brought messages from home was exciting and gradually meeting the other riders from Australia was great. After having our bikes checked, we were introduced to M. Lepertel by the Audax U.K. correspondent, John Nicholas, as we had a gift for him from CTA/Audax Australia. I feel that we as Australians received a very warm welcome, perhaps because we had come so far to participate, perhaps since Audax Australia was formed we have only had three riders in 1983 ride the PBP, perhaps Sir Hubert Opperman being the Patron of Audax could have been the reason, but I feel I received extra attention, maybe because I was the first woman to ride from Australia. Phillipe arranged for Susan to travel in one of his clubs' support vehicles which was great as we would be able to see Sue at most control points, and she kindly took our camera to take photos for us. Our starting time was 4am the next morning. We had booked the night's accommodation in dormitories nearby and also the evening

meal and breakfast. This is something to be wary of as with so many people we had to queue for almost three hours for dinner and although we were back at the dorm by just after 9pm there were other people still coming in and it was too noisy to sleep. We only managed an hour's sleep as we had to be back at 2am for breakfast and then 3.15am at the start control.

I think that the largest group would have started at 4am, you joined the line after checking in at the start control, then waited until 4am. You heard the gendarmes lead out on their motorcycles, I think we would have been about in the middle of the start, and it was some time before we actually started riding. The atmosphere was tremendous as the ride had really begun, hundreds of tail lights in front and if you were game to look, hundreds of headlights behind. To add to the atmosphere it did not know whether to rain or not, so there were people stopping to put coats on. One poor rider was stopped in the first kilometre with a puncture, and the first few kilometres you really had to pay attention as the road was very bumpy and the riding quite jerky.

ALLER		RETOUR	
DEPART	(4) TINTENIAC 379,5 Km 9 22.40	(11) FOUGERES 889 Km 16.50	(12) VILLAINES le JUI. 980,5 Km 17.20
(2) BELLEME 162 Km 11 10.40	(5) LOUDEAC 655 Km 8 1.35	(10) TINTENIAC 832 Km 13.58	(13) BELLEME 1052 Km 9.20
(3) VILLAINES le JUI. 232,5 Km 15.50	(6) CARHAIX 521,5 Km 1 10.55	(9) LOUDEAC 754,5 Km 15.45	(14) NOGENT le ROI 1137,5 Km 11.50
(4) FOUGERES 323,5 Km 19.20	(7) BREST 609 Km 16.15	(8) CARHAIX 690,5 Km 20.55	RUEIL - MALMAISON 1215 Km RUEIL 16.33

N° 3051

GROUPE SANGUIN :

CLUB: Audax
West Australia

LIGUE: AU 19.585

N° de Département :

NOM: MARTIN

PRENOM: Aileen

Personne à prévenir en cas d'accident (à remplir par l'adressé):

MRS. C. TASTER



Then we turned onto a more major road with a better surface and although still congested it was much safer and we were able to increase speed. It was like a sea of riders through to well after daylight, the first control at Belleme was over 160km and to check in and have a meal took an hour even though by then the riders were beginning to spread out. After Belleme we settled into a more even paced riding and began seeing the same riders more often as they were riding at a similar pace to us. Some were riding as teams and there were a variety of machines, tandems, tricycles, a tandem trike and even a fully enclosed three-wheeler. The weather cleared and stayed fine until dark when we had a short, heavy shower, then into a head wind right out to Brest.

We had planned to ride through the first night, but I could not keep awake, so we slept for about an hour on a park bench about 2am, then went on to the next control and slept on the floor until light. The control points would have averaged 80km apart, we reached Brest about 4.30pm on the second day, and were just leaving Brest when a chap whom we had met in England arrived, he was riding a tricycle and had started at 10am.

I thought the course quite hard on the way out, but when we turned with a favourable wind the ride back to the control at Carhaix on a beautiful evening seemed very easy. We spent the night at Carhaix indulging ourselves with ten hours rest. We started riding at 7am in quite thick fog so we had to have lights on for a while. I was not feeling very well and when I tried to eat at the next control at Loudeac I started vomiting. I think that I had a wog from the water as I could not keep any food down for the rest of the day. I am sure that I broke Neil's time record for trying to eat a banana that day, I never knew before how hard it could be to try and eat. That day I thought about a lot of people from the CTA who had given me so much encouragement since starting to ride, about the first time I ever managed to ride 50km, the many rides I have just managed to finish with someone's wheel to sit on and especially the last Easter tour was very much in my mind when Beryl and

Denise were both so especially determined to finish and enjoy the ride, and these thoughts made me very determined to finish.

We rode that third day until about 3am through to Belleme, it was slow going after dark as again it was very foggy and it was great to come across a secret control and know we were on the right road. We were determined to reach Belleme that night and it seemed a lot of other riders had the same idea as there were bodies asleep everywhere. There was no room anywhere so we sat in chairs and put our heads on a table but after a while someone got up and one of the officials tapped me on the shoulder to take his place and John and I curled up there and slept.

I woke about 7am and this was my lowest point, I could not believe I still had diarrhoea. I had ridden over 300km the day before without food, it was only 163km to go to Paris, but I just sat there shaking and wondered how far I could ride without food. I finally drank some warm milk and we headed for the last control before Paris, Nogent Le Roi, and then on to the finish. The last day was cold with bits of rain, and it was very cold when we finished about 4.30pm, some 84½ hours after starting. We had a very warm welcome from Sue, checked in, and then off to have a warm shower and some clean clothes.

Some of the warm memories I have are seeing Sue at a lot of the control points, the support of the French people along the route, in all weathers they were out there cheering, the encouragement I received from many riders especially toward the end both en route and at checkpoints, the interest and interviews shown by the video team, the helpfulness of the officials at the control points especially at the finish control at Paris, and the help and friendship of Phillipe, the Parisien cyclist we had met in Ireland. I sincerely hope there will be some West Aussies riding the PBP in 1991, it is certainly an amazing experience.

200 KMS PLUS MORE YORK WESTERN AUSTRALIA

9TH SEPTEMBER 1990 by Tom Freeman

The Audax Club of Australia Journal March 1991

SUCCESSFUL RIDERS: Barbara Farmer, Maureen Murray, Jane Mield, Harry Hyde, Geoff Simpson, Greg Larkin, Brian Meads, Jerome Gallagher, Gem Harris.

This ride, organised by John & Aileen Martin, formed part of a very enjoyable weekend series of rides ranging from 1,000kms down to 200kms.

Having completed a 300km ride the day before, I was entrusted with the responsibility and care of nine intrepid riders ranging from juniors to more mature riders, many of whom were completing this distance for the first time. At 7:00am the riders were waved off with good wishes from all present (no champagne corks at this time of the morning). It was the first time I had been guardian angel/chief tea and coffee maker. So with the help of my assistant Adrian Freeman (11years), we quickly loaded the van and sped off to our first control 62kms away, at Toodyay. Upon arrival, we unloaded the van, boiled the kettle and heated the soup. All this was accomplished by approximately 8:10am so we sat down to read the paper and relax in the morning sun. This was going to be easy!

The first of the riders, a group of four arrived at 9:26am with the remaining riders 20 minutes later. The provisions were duly dispensed, all water bottles filled and brevet cards signed. The riders were again farewelled in various groups. By the time we had cleaned up, packed and driven to our next destination 51km away at Goomalling and boiled the kettle, things were not as expected. The first group started arriving again. We quickly realised that things were not going to be so easy after all. The pattern continued at our next stop, 47km at Meekering. The last riders were Maureen Murray (puncture on the way) and Geoff Simpson (who played the Good Samaritan - his excuse). They arrived 1½ hours behind the leading riders. My congratulations go to all the riders who completed this 200km ride. Their spirit, comradeship and faces tell the story of why we all partake in these type of events. They also made my job a pleasurable and rewarding experience (one that all riders should try occasionally).

Ride Report “Holiday the Audax Way” by Phil Bellette & Sue Taylor

The Audax Club of Australia Journal March 1991

TASK: To ride an Audax 1,000kms in under 75 hours.

VENUE: York, Western Australia

MYTH: Psychological; Tell as many people as possible about the ride, so that you would be too embarrassed to finish.

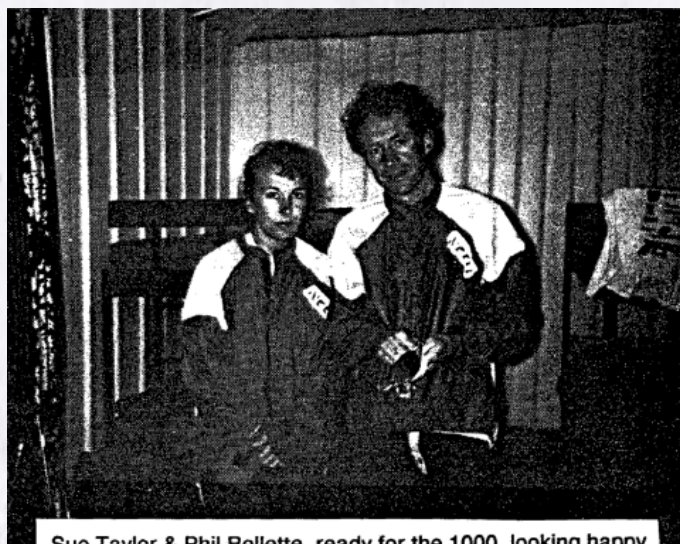
STRATEGIES: Financial: Travel as far as possible, as expensively as possible to do the ride.

We were really prepared (this time)! We had done an Audax 300km ride in Geelong on the previous Saturday and finished in fine style in our accustomed position - last! We flew out of rainy Melbourne and landed in Perth in 27C. Myth confirmed. We acclimatised ourselves by riding to York. Our first experience of carrying full panniers and although it was hot we made the devastating discovery that WA does have hills. Base camp reached, we stocked up on sleep and groceries, ready for our epic adventure - the big one - the 1000km!

At 5:00am on September 7, life as we knew it ceased! We joined 12 other intrepid cyclist's, their spouses and support crew in a breakfast reminiscent of the last supper. This proved to be the only time we saw the group together as we assumed our rightful position to the rear of the ride.

John Martin offered a speech which reminded us of the talks “Generals” give as they send the battalions to the front line. We then departed into a fine mist and darkness at 6:00am. By 7:00am it was pouring with rain and by 7:15am we had lost sight of all tail lights as Phil fixed the first puncture of the event. We knew we were where we should be - last!

Phil's bike performed like a “stump jump” plough over the next 50km due to a mis-mounted tyre. Phil Gibbons and Brian Howes periodically played shepherd and slowed to check on our progress or lack thereof. We arrived in Pingelly and waved the others off, but joined up with Ken Ward who was doing his first 400km. The rest of the day actually passed reasonably pleasantly. We gossiped with Ken about Audax personalities, spills and hills and about future plans of our imminent tour of the south west of WA.



Sue Taylor & Phil Bellette, ready for the 1000, looking happy

Ken said it was the coldest, wettest place he had ever been to (he was right). We briefly lost Ken due to another puncture but Phil applied the philosophies of his recent reading in “Zen and the Art of Motorcycle Maintenance” and covered the offending protruding spoke (after I suggested where to look)!

We observed that there are a lot of empty spaces and a distinct lack of female toilets in WA. Leaving Kulin, (pop. 346, 2000 sheep, 2 wheat silos) we displayed our true Audax talents. We were lost! A bewildered youth on a BMX bike steered us back to a big sign which read “Corrigin 54km”. We travelled 90km in the dark, seeing one fox, one rabbit and the rural watch, who rarely saw bicycles at night. (They didn't see the sheep strapped to our pannier racks). Just when we thought we had wandered off our course at Quairading, fondly known as Q-town because we were all too tired to pronounce it, Shane appeared merrily from the darkness. He was on Barry's bike and guided us to the well-disguised control point. My less than subtle hints had obviously struck home and we dined outside the service station amenities block.

We snoozed and wandered all over the road back to York, while Ken peddled steadily and unwaveringly beside us. Conversation sunk to “how far”, “time” and “how are your fingers/toes” as the temperature sank. If it had not been for the quantity of clothes we were wearing, we would have beaten Lin Hambelton's 2 minute record into bed!

At 6:45am we leapt enthusiastically into the shower after a 3 hour mixture of sleep and discussion of the

CTC riders' 11 hour (300kms) strategies. They could have it! As we struggled through our 'good cycling food' i.e. breakfast, Ken bustled around looking bright eyed and refreshed.

We sat in a pack retracing the previous night's route. It was interesting to recognise how distorted our night time dozing perceptions of the road were.

John blew his tyre and we had a rare burst of elation as we went to the front (but don't worry, it didn't last). We talked of bikes and builders, civilised Audax 200km rides, tandems with the Canberra contingent and watched Nick Payne performing photographic feats whilst pedalling. The highlight of the ride was a stop for cake and juice at a local store, and then the official stop within 10kms for muffins. We could almost pretend we were touring.

It was sad to see Greg Turner pull out due to knee injuries at Badjaling. He had cycled most of the way across Europe, Asia Minor and India but arrived at York in the back of a refrigerated van! Personally though, I wouldn't be surprised if the local killer mosquitoes had not dehydrated him.

By the time we reached Corrigin, the support crews had discovered the art of locating female toilets at each control. Silicon was well established as the "cure-all" of the endurance cyclist's and tubes frequently changed 'hands' as people dived behind cars and trees to anoint themselves. Up and down, coats on - off - on, on the trip to Aldersyde. It was an unusual but pleasant experience for us to be riding with a group. We discussed the various merits of Melbourne rides versus Perth rides. Wilderness and Netti coats, jobs, bikes, wildflowers and the meaning of life.

Local knowledge steered us onto well camouflaged tracks, and after a quick change we set off into our second night. We stopped, started and stopped as Lin battled with his cleat. He eventually resorted to locking the shoe in and removing his foot at each checkpoint (rescued in the nick of time from John's threats of death). Actually over dressed, Phil stopped to remove his coat, and the group disappeared in a wiggle of tail lights into a big black hole. We hung on bravely to the brakes and headed down, periodically finding the edge of the road when we had not really intended to. As Phil made a move toward the Brookton cemetery, John materialised and guided us

toward a purveyor of the perennial cyclist's emergency rations. Mars bars and coke! Back on the highway! We were terrorised by cars of Beverley Football Club premiers and police asking 'who', 'what' and 'where', but curiously enough not 'why'! Constable Dibble escorted us into Beverley after headlights on our back wheels had sent us into cardiac failure when a voice from under the grill called "don't worry guys, it's the police!" It is amazing how slowly 5 kilometres can pass when you are waiting to see the sign that signifies a rear end rest. With York in sight, who cared about dinner, showers or brevets? I hit the bed whilst Phil and Nick had a very LOUD conversation in the showers and then popped next door for a spot of supper.

At reveille we dragged ourselves off to the shower knowing that the day was full of significant events. We were going to make it and York 1 was playing York 2 in the hockey grand final (Who did win?).

We packed every remaining morsel and trailed off behind the blistering pace of the 200kms riders in the rain. Phil stopped to adjust his bum-bag and the group disappeared over the hill. About 10kms out of Northam we passed the group in various stages of disrobing facing away from the road. Given our much slower pace, we elected to keep going and entered Northam in a flood.

We asked directions from two fellows riding around Australia on a tandem for a good cause (isn't everyone?) and headed onwards and upwards to Toodyay, with Phil Gibbons appearing and disappearing on the hills behind us. This was our dream come true. We arrived first at the checkpoint and sent Shane into shock as we basked in our brief moment of glory.

We liberally applied silicon and sunblock and headed out. We were soon overtaken and left standing as my rear tyre sank swiftly. Sunlit repairs gave way to torrential climbs and we squelched into Calingiri where we stood and looked at the trailer rather than get even wetter in the search for food. There were no hills at Wongan Hills, but who was complaining.

We had a genuine tailwind and tried oh so hard to keep up with a fellow doing his daily 20kms training sprint, I was surprised to realise that I could still appreciate the pretty countryside, until the rain resumed and darkness fell. We played guessing

games about which horizon glow we were heading for and Phil lost his pump, which proved difficult to find. His lights were flickering, as was my radio. Was this Goomalling's first portable disco?

We dined under a tree in the rain, chatting to the locals about their grand final victory and were 'escorted' out of town by very happy youths in very fast cars as Shane resumed his conversation with a cockatoo behind the garage. Phil only moved off because of the promise of hot chips a Meckering. We blitzed out at 16km/h and successfully negotiated several turnoffs although Phil was convinced that I was leading him astray and that he would miss out on his hot chips! It was another of those nothing rides - no stars, no signs, no lights, no houses. Just two little red and white dots wandering through the darkness. But wait, we had to be on the right track! I spotted a tell-tale sign. A muesli bar wrapper, then another,

removed his headlight and began his search, success, and our journey resumed.

Spirited discussion was alive at when we struck at an unsigned 'V' in the road and we opted for the left fork. We eventually ambled into Meckering, but not quite from the direction that Shane expected us. The hot chips were great. At last the final turnoff to what I had remembered from the morning as a 10 km downhill run to the lodge door. Memory is a funny thing! There was probably no more than 2kms of downhill, but an end in sight nonetheless.

We rolled in and divested ourselves; of our brevets, those precious pieces of cardboard we had treasured and guarded from the elements over 1003kms. Clapping, hand shaking, medals, victory, mineral water!!! Then a warm, soft somewhat smelly bed. One thousand and three kilometres, 69 hours, 3 tubes of silicon, 6 packets of chewing gum, multiple muesli bars, rice cakes, custard, fruit, sandwiches. Mars bars, lollies, cake and 1 bucket of hot chips later, we finally had finished. On reflection, we agree that conversation would be limited to the weather and food, not respective personal characteristics. We also agree that when we are reincarnated we want to come back as locals as surprise 'V' intersections really throw us off. On a serious note, the facilities and backup were well organised, the road surfaces were first class and the support crews excellent (particularly when they discovered that women use toilets too!). We rode "off the rack" bikes and we are very average riders. It is not an experience we want to repeat but we survived! And yes, there is life after Paris but it does not involve riding further than 300 kilometres!



then an orange peel quarter, then disaster. In an intricate manoeuvre of 'fruit drop' passing, whilst pedalling. Phil retained the wrapper but lost the sweet. Our progress was abruptly halted as he

WA Audax Upcoming rides 2020

These are the currently scheduled rides, but keep checking the ride calendar as social and off-road rides are likely to be added.

- | | |
|----------------------------------|--|
| Saturday
12 September | Two Rocks Turn-around 50km & 100km
Ride from Neil Hawkins Park along Joondalup Lake before heading inland and northwards to Yanchep and Two Rocks before returning back via Marmion Ave and Connolly Drive |
| Sunday
27 September | Dental Dams 52km, 119km or 222km with 826m, 2004m or 3166m of climbing
Ride one, four, or six dams, the latter being the main event with 222 km of brutal fun. |
| Saturday
10 October | Wongan Wander 600km, 400km, 300km, 200km or 100km
Rural riding, flat and quiet.
Starting at a civilised hour! |
| Saturday
24 October | The New Classic 138km & 206km
Ride out through the Chittering Valley before venturing out to Toodyay and beyond to Beejoring before returning back to Bullsbrook via Bindoon-Dewars Pool Rd. |



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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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.

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