

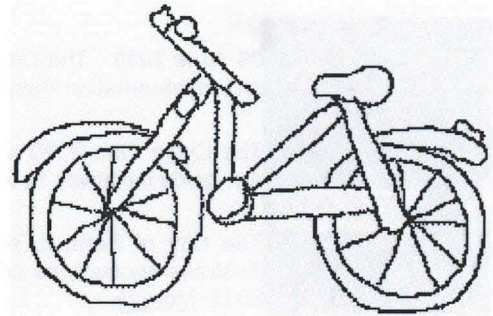
PRESIDENT'S PEN

Expected when the President returns from holidays in Bali.

This is your AUDAX WA Club newsletter.

Your contributions and feedback are welcome.

Editor: Caroline Williams - caz.williams@gmail.com



AWARDS feature - the "Woody"

Woodrup 5000 (extract from website)

Requirements are completion of Super Randonneur, 1000 km, 1200 km (non-PBP), Fleche Opperman, and 950 km of other road rides within four seasons. Audax Australia's highest award was instigated by Terry Gross, a past Audax Australia President and life member, as Australia's equivalent to Audax Club Parisien's Randonneur 5000 award. The award was named after Graham Woodrup. Graham was a well known racing cyclist and Audax member who held many Australian long distance records and the world 24 hour tandem record. He also established the Murray to Moyne 24 hour ride to raise funds for local hospitals and charities. Each recipient receives an individually engraved and numbered plaque.

Noted at the last Audax WA AGM, was one member's significant achievement of having received two Woody awards ... Wayne Hickman. He was disappointed that he didn't specifically been awarded No 100 in the series for his second Woody.

Wayne's 2009 rides included Southern Sunrise and Dawn to Dusk Summer; 2010 rides included Perth-Albany Perth 1200, Dawn to Dusk Summer, Southern Sunset and Dawn Service; 2011 rides included Blackwood Valley 600, Giro Tasmania 1000, Fleche Opperman and 6 Dams.

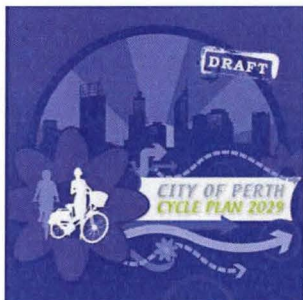
Unfortunately, the editor has a few shots on my mobile phone, but hasn't yet learned how to download them to computer.

AUDAX WA kit - keeping warm for winter or cool for summer ...

The sale of new jerseys has gone well with 39 sold. 11 members are keeping warm with the winter jersey.

Catch Ken at the Carriage Cafe on most Saturday mornings or email Ken.Dupuy@worleyparsons.com for an update on what sizes the Club has in stock.

City of Perth Cycle Plan 2029



06 June 2012 - The City of Perth released the draft of its Cycle Plan 2029 yesterday which includes an Implementation Plan 2012 - 2017 and 2011 Base Line Study.

The Cycle Plan 2029 is aimed at creating a strategic cycle network and infrastructure for cycling, alongside initiatives to educate road users and integrate cycling for a more cycle-friendly city.

The City of Perth is seeking public comment on the draft Cycle Plan 2029. Bicycling Western Australia encourages all cyclists to read and submit their comments before 5pm Friday, 10 August 2012. [More>>](#)

Date to add to your diary - Wed 16 October - National Ride to Work Day

Spotted a hazard?

If you see a hazard on the road, whether it be broken glass, a pothole, a dangerous corner or missing sign, find out how to [report it](#).

How to report a hazard

Pothole, missing sign, dangerous corner or broken glass

If you see a hazard on the road whether it be broken glass, a pothole, a dangerous corner or missing sign, please fill out a [Hazard Report form](#) on the Department of Transport's website.

Damage to paths, traffic control signals, street lighting, signs

Please note that traffic lights, major principal shared paths alongside freeways, major highways and railway tracks, are usually the responsibility of Main Roads WA. In that case [a report](#) should be sent to Main Roads WA or call their hazard reporting hotline, open 24 hours a day, on 138 138.

Shared paths in railway precincts

Shared paths in railway precincts are the responsibility of the Public Transport Authority which should be notified of hazards on <http://www.pta.wa.gov.au/>.

WHAT IS NPCCI?

<http://cycling.norbtech.com/npcci/> What is the N.P.C.C.I. you ask? Good question. Here is an extract from a [blog post](#) posted on January 24th 2012.

After a rather hilly climb a while back, I was chatting to a mate who asked how that compares to what the pros did on say the Tour de France. I said I imagined the pros would do what I did yesterday for their warm ups. So what about compared to other people I cycle with was his next question. Hmm, good question. So I am bringing back an idea I had last year at one point. The **Non Pro Cycling Climbing Index**. It is a piece of the proverbial to figure out and hopefully will give me a way to compare my climbing against my mates. Keep in mind it is purely based on distance climbed and distance travelled. Speed has no place in a climbing index for the non pros amongst us.

So, there you have it. It is a climbing index for cyclists. It had a bumpy start. The first algorithm didn't take into account the length of a ride. Well it did, but it didn't reward a longer ride. The [2nd version](#) was a complete disaster. I think I combined 2 different ideas I had and the maths behind it was fundamentally flawed. Lewy and The Duke both picked it up in the comments on the blog. Back to the drawing board.

The [3rd version](#) was a lot better, but there was still something that wasn't quite right. I enlisted the help of a couple of mates, Shane Black and Wayne "The Duke" Flint. Using Google docs we played around with a few different ideas I had and settled on a formula that we all think balances things nicely.

To break it down to its basic formula. The index awards 20 points per 1000m of climbing. It also adds 10 points per 100kms ridden. The 2 figures are then added up to give you a number that represents the N.P.C.C.I. for any given ride.

Thanks to Ben Hughes, my coding guru, it is now all presented on this blog. At the top of the page you can see an option for the N.P.C.C.I. Calculator. Click there and, using your [Strava](#) ride ID, you can have your N.P.C.C.I. calculated. Why Strava? Well, mainly because it is the site I use for all my riding. It is building up a great community and it has some fantastic features. Also, using the one site means a lot less work for me in the background.

Over the next few weeks I will be adding some more info to the site. Adding a table of rides to compare your N.P.C.C.I. to. Adding some context to the index, so any ride with a N.P.C.C.I. of over 100 is EPIC! I am also looking for a good name for the index score. Something that sounds good when talking to your mates about the N.P.C.C.I. "Hey, I scored 102.3 Merckx on yesterdays ride!" I am sure there will be some better ideas.

MEDIA SPOTTING

Audax member, Wayne Bertram, celebrated his 50th birthday out on the Bibbulman Track, bike-less, but was coincidentally photographed by the West Australian travel reporters. Check out Saturday 21st July newspaper.

RIDE REPORTS

Guilderton Run

300km - 19 May - Wayne Hickman

Last year, a new ride appeared "(not quite) Guilderton" which was a 200km distance and, as luck would have it, experienced incredibly favourable winds. This year, the ride extended to Guilderton with a 300km distance. At least one new rider knocked off this 300 as his first brevet.

Mundijong Muddle

100km - 28 May - Grant Crowe

No parking at Deep Water Point, due to a masters athletic meeting, delayed the start. However, by about 8.10am, nine souls rolled out into a crisp clear beautiful morning with two recumbent trikes bringing up the rear.

Still traces of mist on the water along the Shelley foreshore and it wasn't long before we left the river and joined the Roe Highway bike path. The route then goes under the Roe Highway to join the Canning River basin path. This is a very scenic path that meanders along all the way to Gosnells, but is a navigation challenge with many other paths joining it.

A few kilometres of straight suburban streets found us on the Tonkin Highway bikepath heading out past the Champion Lakes rowing course, headed for the hills, eventually the smooth of the bike path gave way to the rougher chip seal of the back roads for an almost traffic free run to Mundijong.

The only food joint in town was shut so the petrol station /IGA supermarket had to do as the control, this is latte free territory out here. The return leg took us through the backblocks of farmland and the riders split into smaller sub groups and before long the freeway bike path loomed and it was then a 25km cruise back to the start at Deep Water Point.

Thanks to Janice, Caroline, Tanya, Peter, Klaus, Phil, Allen, and Stuart for your company.

Anniversary Loop - Winter Dawn 'til Dusk**120/200km - 16 June - Perry Raison**

The weather forecast for Saturday 16 June was for drizzle easing during the confined to the coastal plain. A good turn up of 13 riders assembled at the Shell Roadhouse Upper Swan. The 200km had eight starters and the 120km had five. Though it had drizzled incessantly on my ride up from Maylands, the start and indeed the 60km leg to Bindoon was pleasantly fine, with the scenic Chittering Valley at its best. I started the ride intent on not forging ahead with the faster riders so instead rode with Klaus up Great Northern Highway, attempting conversation in between the frequent road trains. At Bullsbrook, I left Klaus, Carol, Janice, Stuart and Phil with the idea of making up a bit of time in the Chittering Valley. Upon reaching the end of Chittering Valley Road. I spotted Linda just taking off along Great Northern towards Bindoon. I headed off in hot pursuit. Just as I was about to join her, I heard a loud bang and looked over to see if the noise had come from a truck coming in the other direction but, alas, it was Linda's rear tyre which had encountered a jagged piece of glass. Unfortunately, Linda's ride was over and the cavalry was called in for a lift home from Bindoon, but not until Linda had had to walk the last 2km into the Bakery for sustenance.

After a bit of a chin wag with the 120k folks at the Bindoon Bakery, I realised that it was after 10:30 and that I now had less seven hours to complete the remaining 153 hilly kilometres, so I took off after Wayne Hickman and Alison, with whom I caught up along Dewars Pool Rd. Here I proceeded to chin wag with Wayne; then Wayne upheld his promise to wait for Alison, giving me a chance to address my now significant Dawn 'til Dusk challenge. The ride into Toodyay was perfect with very little wind and a cool temperature that was perfect for riding. In Toodyay, I met up with Wayne Bertram who was preparing for departure. Upon completing obligatory break duties, I rode towards Clackline intent on progressively making my goal of finishing before 17:19 a little easier. Just before Bakers Hill, I caught up to Wayne Bertram pacing himself along the short horrible leg on Great Eastern Highway that is bereft of a decent shoulder for safe bicycle passage. A quick solo stop in Bakers Hill ensued as I decided that my stomach couldn't handle a tasty pastry. At Werribee Rd, I again caught Wayne and we rode together for a bit in the increasing drizzle with a 20 min stop at the Wooroloo Shop. Towards Chidlow with the advent of the hills, I found myself once again riding alone in a drizzle that increasingly resembled what the Meteorological Bureau describe as rain. So much for the forecast of drizzle easing during the day, confined to the coastal plain! By Mt Helena, the rain was steady and only increased through Parkerville and on Roland Rd towards Toodyay Rd. On Red Hill, the ruts formed by heavy haulage vehicles were filled with water, add to this the constant high speed traffic, lack of shoulder, poor visibility through misted eye glasses and much reduced braking ability and the recipe was complete to make the descent in pouring rain very dangerous, white knuckle stuff. The relief of surviving this and climbing a small hill just before the turnoff at Dalgety Road was replaced with the realisation that I would become very cold in my sodden state if I did not ride the remaining 11km very hard towards the beckoning warm hand drier in the Shell Roadhouse. The rain continued to tumble down and I cursed loudly as I was forced to wait for the heavy traffic on Great Northern Highway. There was much gritting of the teeth, 'head down, bum up' attitude on the last leg as frequent large trucks buffeted me with spray and suction. I reluctantly dismounted at the railway crossing and, on reaching the roadhouse, I proceeded to my premeditated rendezvous with the warm hand drier. I was moderately surprised when I looked at my watch to find that it was 16:45 and that I had beaten the Dawn 'til Dusk deadline by more than 30 minutes. Feeling wet and cold really is a good motivator to ramp up the pace!

During the next 1½ hours, I greeted a number of soggy riders in between eating pastries and donuts, consuming hot coffee and drying cycling clothes. Wayne Bertram made it within the Dawn 'til Dusk limit at just after 17:00.

Footnote: In the interests of risk mitigation, next year's edition of the Dawn 'til Dusk Winter will avoid any long sections on Toodyay Rd including Red Hill.

Dambusters 160km - 30 June

Henry, Rob Godkin and Tony Gillespie joined John Eden for 3000m in 161kms. John put in more steep and rarely ridden climbs than last year. John thinks he's more popular than ever now.

Dirt series. Sadly, no one signed up for the Dirty Dell on 24 June.

Increasing numbers noted of women cyclists in Audax WA

Some of the newer women members and riders of Audax during this year have been amazed at the increasing female representation. Compared to the last few years where only one or two women riders tackled the longer distances, here are just a few statistics worth noting. Women seen participating in rides this year include Caroline Williams, Janice Bertram, Carol Dooley, Linda Lukies, Tanya Kaptein, Tanya Jackson, Alison McLernon and young Lydia Rock on tandem with father Danny Rock. And congratulations to Janice Bertram on completing her longest 150km ride on the Foothills Cruise.

Mundijong muddle - 3 women out of 9 riders
Anniversary ride - 5 women out of 13 riders
Avanguard - 3 women out of 11 riders
Two Rocks Turnaround - 3 females out of 12 riders

Supernanny

In previous years, Wayne Hickman has been dubbed "supernanny", mostly being seen taking care of tail end charlies, notably Caroline Williams and then partner leading up to Paris-Brest-Paris 2011. These days, Wayne can be seen supernanny-ing a newer female member and next partner, Alison McLernon. Alison completed her first 200km on the Anniversary ride in June. Caroline, after a return of nearly 12 months off the bike as a result of several physical accidents (non-bike related!), completed her first 200km hilly ride on the Avanguard in July, without supernanny in attendance.

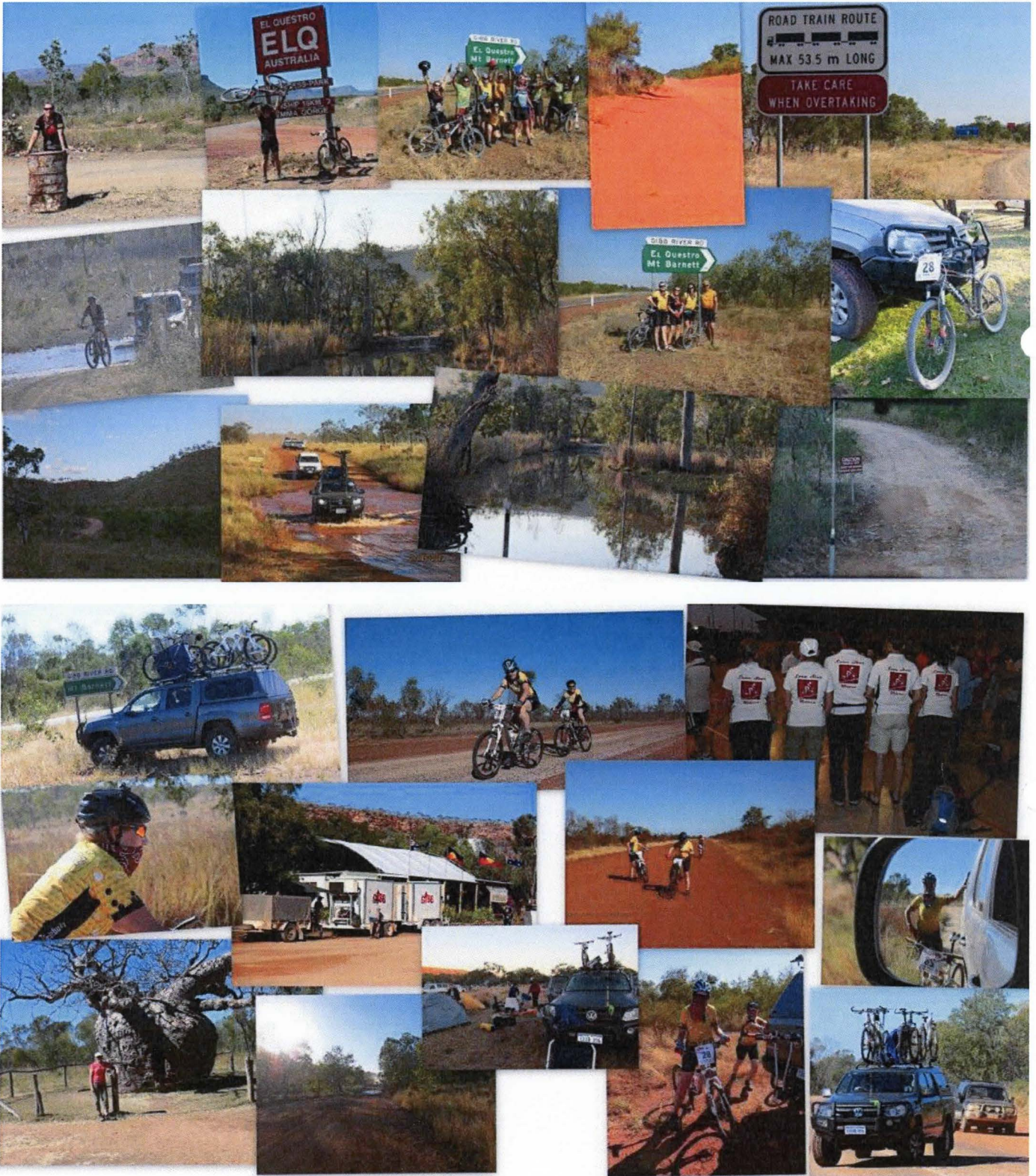
Injuries

4 July 2012 - "Now I am a real cyclist" - I have a ride report for today, writes John Eden.

The bike's ok, but I have broken my left clavicle and the scapula. I go under the knife on Friday (6 July) when I should have been on flight to the alps. The surgeon says 6 months recuperation. I don't know when I can get on the stationary trainer as yet. Now I'm a real cyclist!

A postie did it, reversing out a driveway so fast that I couldn't get out of the way. Right into my shoulder. The postie knew me though from all the bike packages which he delivers so he took me to work. I spent all day being moved from one doc to the next. The nurse thought the vital signs machine wasn't working, so double checked my pulse with her watch. 37, the lowest she'd come across so at least I picked another KOM today.

Sadly, this put awry long service leave plans overseas for John with his family. We wish you well for your recovery. [Ed.]



The Gibb Challenge - 27-31 May 2012

Lone Pallister

Open this link to view a bunch of photos:

<https://picasaweb.google.com/lh/sredir?uname=101172189081899268037&target=ALBUM&id=5765402897176542993&authkey=Gv1sRgCPv9oProzD63QE&invite=CO6c4voM&feat=email>

See Lone's article about the lead up to this event in the last newsletter. "It's not a race", but Lone Star Riders set themselves the goal of finishing in the top 30. Lone Star Riders (Tony, Richard, Cherie and Lone) rode with the dusty peloton and finished in 27th place out of 61 starting teams. What an amazing life defining trip it was!!

Derby was the official start of the Gibb River Challenge. We arrived and pitched our tent. We then headed for the registration session where 400 amazing people from every state and territory in Australia lining up to sign on and collect their race pack. Now we know how big this event really is.

Day one - pre-dawn start with light of Derby (4am) in order of breakfast, pack up, support vehicle and driver left and us riders set for the 6am race start. It was a cool start to the day, with overcast condition which ensured that the temperature stayed below 30°C, which were ideal. Our plan was for each of us to ride as much as possible every day, with a regular rotation of a rest in the car to replenish ourselves to ensure that legs remained fresh and a good pace was maintained.

The highlight of the day, except for being part of this amazing event would have to be Tony and Richard having four flat tyres between them, before even getting onto the Gibb and between them they had one spare tube, half a pump and a tyre lever. I wasn't aware of this until some 60-70km up the road when our support vehicle finally caught up and wondering where the other riders were!!!! I continued riding with the ambulance as support vehicle (legal requirement to have the support crew behind you) whilst our vehicle and driver went back to start and eventually the four Lone Star Riders were all on the Gibb and our support vehicle right behind us. Shortly after we "lost" a rider due to severe leg cramps, which saw the three of us continuing the race until we got pulled up by "twilight" curfew 16 km short of the 220km to the **Silent Grove**; a jaw dropping beauty of a campground with wide open spaces and an amazing rock backdrop.

Day two; 125 km to **Mount Elizabeth Station** with speed bump sized corrugations and knee deep gravel and sucking in some serious Kimberley dust and bouncing down the dirt road. It was a hard day in the saddle for all members of the team with the temperatures close to 30 and the added joy of a 35km/hr headwind and a couple of degrees grinding gradient all the way - you have to love it. The scenery on this part of the ride was absolutely magnificent. All of our bikes were pretty much dust blasted by the end as was our body with a fine coating of Kimberly dust making us look like a mass fake tanning lotion accident.

Another fantastic campsite with limited hot showers (why stay in queue for one when you can sit back in your camp chair and enjoy a deserving cider and a glass of red while watching the sun go down over paddocks upon paddocks secured from the roaming Brahams).

A great effort was put in by all with some pain put into the eight legs that make up this gun of a team. After another magnificent meal delivered by the Navy catering crew it was time to talk tactics as the first part of tomorrows ride was a river crossing.

Day three was about 143 km in the saddle cycling down the jarring Kimberley super highway to get us to **Ellenbrae Station**. We had a couple of oncoming road trains that clearly don't slow down for anybody and anything, let alone a bunch of bike riders. By the time they had passed, you couldn't see further than your handlebar; everything disappears in a cloud of red Kimberley dust. The road is very much corrugated, sandy on the shoulders and rocks and gravel in all sorts and sites. It's changing all the time and sometimes you even get a couple of kms of sealed road. It was today I fell off the bike, cleats locked in (speciality of mine some would say) during a water crossing and totally enjoyed to cooling effect and the bike even looked clean for 2 minutes. By today, we were rotating more, at about 30mins interval with either one or two riders on the road at any one time.

The scenery is magnificent; the most unique wilderness experience is absorbed while riding past frill neck lizards, dead kangaroos, snakes slithering away, wild cattle, boab trees and the forever changing backdrop of the rock walls. The enormous variety of bird life, vegetation, plant life and native wildlife including the saltwater crocodile makes every moment of the challenge unique.

Day four: Home Valley Station. Tonight we have the pleasure of staying at Home Valley Station, which means hot showers and toilets which don't require pre digging and laundry facilities. We also get to experience a meal at a real table and live music. Simply sensational!!! I have to say Home Valley is an absolute treat and, if you are ever up this way, you should take the time to check it out. It is owned by the original land owners and has a comprehensive training program for indigenous youth to prepare them for work in the agricultural industry as well as in hospitality. Great place to stay. All in all today, a solid 7.5 hours on the dirt at a cracking pace, saw us arriving at the green grassed camp of Home Valley at around 1600ish.

At this point, I would like to mention the valiant efforts of Janice, our support driver; a late addition to the team who drove the vehicle all days and made sure we had enough provisions to get through the day. Next time, she will even provide us with cut up oranges as well. Thanks a million!

Day five; was the last day of racing with a 50 km 'sprint' from Home Valley Station to Victoria Highway (the official end of the Gibb) and then 23km back up to El Questro Station turn off. The driveway itself into El Questro Homestead is 16km long. Sounds easy but it wasn't! Our aim was for all four riders to be on the road for the full day's racing. Everybody was keen to turn the cranks today with a promising course through some of the best countryside the Kimberly has to offer. We reached the Pentecost River, where due to the infestation of salt water crocodiles and the 400mm water still flowing across the road, all riders and cars had to wait and take turns in crossing with police escort. We all made it across without incident, none of us managed to stay on the bike all the way though, Tony made it $\frac{3}{4}$ before walking the rest of the crossing. At the time we were crossing, no rider had made it all the way on two wheels. The crocodiles must have been watching with interest, especially with an all you can eat buffet right in the middle of the river.

On the final ride into El Questro, we all jumped in the car and sat back enjoying an even more spectacular scenery. This is truly one of Australia's best destinations! After climbing a widow maker of a hill, some rock hopping safari and a few dramatic creek crossings that served the purpose of washing the dirt out of our car we arrived at El Questro. All done and dusted, literally by early afternoon. At the El Questro Roadhouse, we had the pleasure of paying \$2.30/litre for diesel, representing the highest priced fuel thus far encountered on this trip. We set up camp for the next two nights and looked forward to a leisurely look around this gem of a place. Racing complete!

I have to say that this would have to be one of the best events in which I have had the pleasure of participating and it was largely due to the efforts of the team, all the other riders and definitely the Challenge support staff who have provided all the food and entertainment on what has been a monumental experience of the best that the Kimberley has to offer.

Will we be back again? I hope so!!!!!!!

