

OPPERMAN - ALL - DAY - TRIAL

WESTERN AUSTRALIA

Eight Teams participated in this event (a record) including a ladies team (another record) and I received eight right-ups covering the event, yet another record!! West Australians are really going for it....

When Aileen Martin sent the articles in she said that each one had 'something different to offer'. That is very true and although they are not printed in full I hope I have managed to capture that 'something different' from each one of them.

BY JOHN MARTIN

On the morning of 15th October 1988 we were very well rewarded for our efforts and planning of our first, (Australia's fourth) Opperman All Day Trial, when 30 riders of 8 teams successfully completed the event run in honour of the greatest long distance cyclist, Sir Hubert Opperman. We were to be fortunate enough to have Sir Hubert visit Western Australia for the event but Lady Opperman became ill preventing them making the long journey. We wish her a speedy recovery.

A very great honour was bestowed on us when M. Robert and MME. Suzanne Lepertel travelled from Paris to be in Perth for the O.A.D.T. spending a large portion of their 36 hrs in Perth supporting and encouraging Audax here in W.A., giving us a great boost by having our O.A.D.T. medalions presented by Robert.

It was very encouraging to have 8 teams all from W.A. taking part in our O.A.D.T. but I wish to point out that we did have support from A.C.T. Nick Payne and Anne Armstrong, N.S.W. Neil Irvine and Mishka Davies, and Victoria Ron and Joyce Filsell. For various reasons none of these cyclists were able to actually take part but credit must be given to them for their efforts to support us. Ron Filsell was at the finish, and it was a privilege to meet the man we had heard so much about, but sad to hear poor health prevented Ron from taking part.

For the first time the Opperman boosted an all ladies team. Captained by Aileen Martin, completed a trouble free ride.

A team of W.A. veterans completed 532 kilometres to take the honours for the longest distance.

The event finished at the cycle track in Midland, each team doing a lap of honour, and thanks to Eddie Barron and the Midland Cycle Club, track races were conducted for the entertainment of those who attended.

Many thanks to all those who participated in the O.A.D.T. and to all those who assisted with the organising and running of the event. It was very encouraging not to hear any complaints and to hear most participants enquiring as to when the next Opperman will be held.



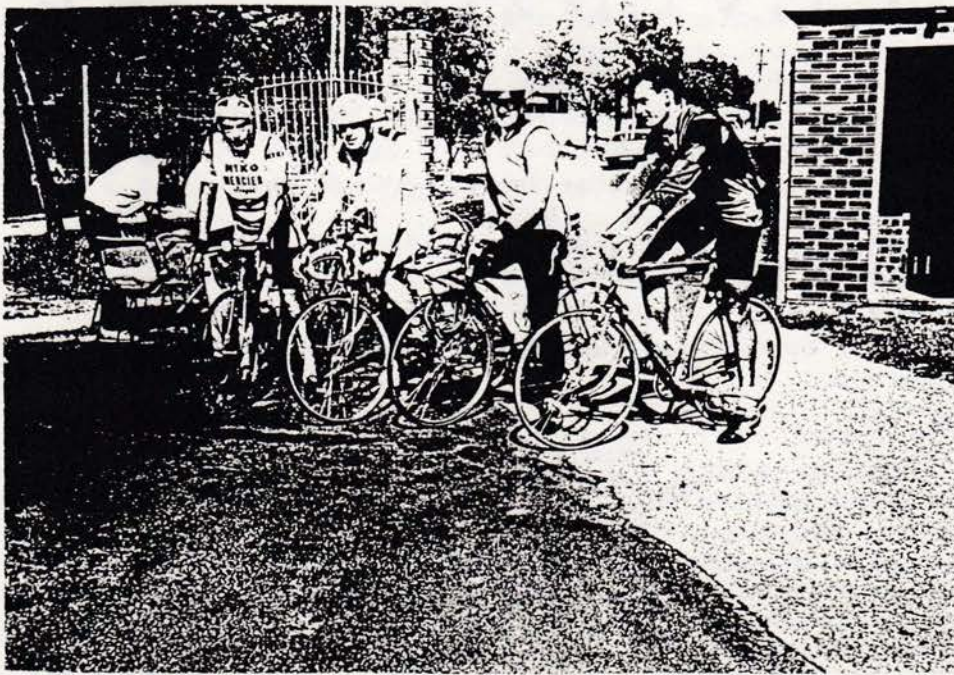
Robert & Suzanne Lepertel

BY PHIL GIDDINS

TEAM: Kleber Claux, John Meakin, Keith Pearmine and Phil Giddins.

At 11 o'clock on a fine spring Saturday morning, Kleber Claux, John Meakin, Keith Pearmine and myself, enthusiastically supported by Arie Lemson and Linda, joined in the Opperramn 24 hour ride. Our course took us from Kelmscott via Jarrahdale, Nth Bannister, Boddington and Crossman on one of the most pleasant Saturday afternoon rides I have experienced. The country South of Perth is truly lovely in Spring. Its a pity its so scruffy for the other 364 days of the year.

At a well earned meal break at Crossman, Keith turned out to be carrying enough bananas to stock a medium sized grocery, prompting John to observe that since his operation, he couldn't eat bananas. Funny thing, our cat was just the same. After his operation, he wouldn't touch bananas; just sat round all day looking thoughtful.



Merv Girdlestone,
Rod Evans,
John Martin and
Peter Bombadeiri.
L to R

From Crossman, we rode through the twilight via Pumphry's Bridge to the bustling metropolis of Narogin, where we stopped for dinner. At 9 o'clock Saturday night, Narogin had a total of one (we counted them) cafes open. In fact, it was the same cafe that was the only one in town when I lived there 20 years ago. It even had the same peeling brown wallpaper on the walls. The only sign of progress in 20 years was an aquarium in one corner, containing a quantity of murky fluid, some weeds, and a large, strange black thing with legs, which slithered slowly round and round. Ever fearless, Kleber ordered fish and chips. Judging from the mighty posterior blasts which punctuated his rideing for the balance of the night, whatever nameless aquatic beast he consumed objected strongly to being eaten.

From Narogin, we headed North to Brookton, along a road which seems to have grown a few new hills since I last rode it. Arrived at Brookton about midnight, ready to tuck into some hot home made soup, what did we find? The back-up vehicle with soup had vanished, along with its pilots Arie and Linda. It was a mystery what could have happened to them, since they were in a nice van, complete with a mattress in the back, on a quiet country road, in the middle of the night. Still, they were both smiling when they eventually turned up, so I guess they must have found something to amuse themselves.

We then set to drinking soup. It must have been an odd sight, half a dozen people sitting in the middle of the road, having a picnic at one o'clock in the morning. One passer by drove past three times presumably to check that he wasn't mistaken the first time. After that I guess he went home and swore off turps for life.

From there we rode up Brookton highway to breakfast at Dale Road West as the sun was rising, thence to Midland where the Audax club generously handed out medals in honour of our having ridden for 24 hours without falling off. In my case that was just in time, since I fell off 10 minutes later on my way home.

All in all, this was a terrific ride, due largely to the efforts of Arie and Linda in bringing up the rear with the food wagon, while the rest of us had all the fun.

COMING EVENTS



- 10th December XMAS PARTY FOR VIC. CANCELLED.
- 17th December 200 km The Glow Worm's Gambol
A night ride. Contact Tim Laugher Phone: (03) 899 6679
- 28th January 200 km Mountain Extravaganza Bright
Bright, Falls Creek, Mt. Buffalo
Contact Nick Payne (062) 957793
- 26th February Annual General Meeting David Gibson (03) 874 2334
All members will be made very welcome, please support your club.

WIND-UP

W.A.

The annual windup and presentation of Audax awards will be held on 17 December, 1988 at 7pm at the home of John Martin, 13 Cunnold Street, Pickering Brook. All those who have participated in an Audax event this year, all the people who have supported Audax events in any way (especially our support crews) and any persons wishing to support Audax events in the future are invited along with their families.

Please bring your own meat for a BBQ, and if possible a folding chair to help make your evening more comfortable. Salads, drinks etc. will be supplied.

A general meeting will be held during the evening and it will include an election of officers of the Audax sub-committee of the CTA for 1989.

**AUDAX
AUSTRALIA**

BY AILEEN MARTIN

TEAM: Bea Page, Susan Campbell, Neroli Barker and Aileen Martin.

The riders in the ladies team for the O.A.D.T. were Aileen Martin (Capt), Bea Page, Susan Campbell and Neroli Barker with Geoff and Beryl Creighton as our support crew. I have never ridden an Audax event with a more enthusiastic and supportive group of people.

Our route took us to Bunbury and back, a total distance of 367 Km, and strong head winds on the outward leg made it hard going. Just after dark, approximately 20 km from Bunbury, there was great excitement as we first crossed with Ron Masterman's team and then a little further on Neil Porteous' team. It was great to see them all riding so strongly just then, as we were having hassles with quite a few motorists at that time and it boosted our spirits.



Neroli Barker, Sue Campbell, Bea Page and Aileen Martin

After a good break at Bunbury we headed back up the S.W. Highway. The wind had died and there was very little traffic. I really enjoyed this stage, we all had very good lights, everyone was wearing reflective vests and ankle sox, and we rode in a neat bunch. Geoff was leapfrogging us in the support vehicle, and Beryl was encouraging us by leaning out the window each time they passed exhorting us to greater efforts, we were not sure if her antics were the result of something out of the esky, or if she was anxious for us to reach Pinjarra where we were to have a couple of hours sleep.

2am saw us at Pinjarra and after a top and tail with warm wet towels (thanks Beryl, they will be an essential part of all future rides), we all made ourselves comfortable and settled down for some well earned rest, only problem was Geoff had parked next to a chook yard full of roosters.

With a 6 am start we had ample time to make our next control at Armadale, and then on to Midland for an 11 o'clock finish and a very warm welcome from fellow clubmates and friends. We had not one mechanical problem, not even a puncture on the whole route which speaks highly of the preparation the girls did on their bikes. The camaraderie was first class, watch out girls, next time all the fellows will be clambering to ride in the ladies team.

AUDAX
AUSTRALIA

BY DAVID MIDOLO

TEAM: David Midolo, Peter Steer, Manfred Usson, and Terry Harrison

ROUTE DISTANCE: 401 kms.

SUPPORT CREW: John Waters Ann Waters Susan Midolo

We were off into a strong headwind on a fine, almost hot day. Taking turns to lead we clawed our way to our first control at Dongara. Manfred and Terry rode strongly whilst I must admit I found the going tough. I was a section of ride I would prefer to forget, however, it is on such occasions that the masochistic tendencies of the long distance cyclist are confirmed and memories of such achievements are often very satisfying, in stark contrast to the feelings at the time.

I called for a 'time-out' at Dongara and wondered how much longer I could beat into the wind. Refreshed with food and drink we set out again. Switching slightly inland towards our next goal, Enneaba, the change of direction seemed to ease the effort required to make way against the wind in the mid-stage of this 80 km section. However, it was hot and thirsty work and all had empty water bottles as we turned back southwards directly into the wind for the last 10 km, the most gruelling of the section.

Up ahead, was it a mirage? No! The heavily laden forms of two cyclists in front of us were real. We caught them up at the access road to Enneaba, each group, I think, amazed to see the other on what is a barren stretch of road for cyclists. They were Canadians, weighed down with all their travelling gear and making slow but steady progress to Perth and then on to the South West.

I ran out of energy just before Bedgingare and with the help of my teammates limped in to be greeted by much needed cups of hot soup and tea and friendly encouragement.

Again we set off into the night, conscious of the coolness on starting and then the rhythmic pedalling, our horizon reduced to the extent of our bobbing lights. We each seemed linked in action, yet separate in thought, as we press on towards the next control.

We go on into increasing fog, the last few kilometres of this section appearing to be a never ending hill, an illusion brought on by fatigue most likely.

The sky is lightening with approaching sunrise, but all around the foggy mist limits vision to less than 50 metres. Heartened by the impending daybreak, each of us surely believes now that we can achieve our final goal, will the doubts of the night recede with the darkness.

Manfred leads us in, as he has done half the night, at a good pace in bright sunshine. The Midland Town Hall is a welcome sight and we turn into the cycling track at about 8.30am, our journey's end.

Our support crew of John, Ann and Susan have once again done a good job in getting us home and we, the riders, are thankful for their efforts.

BY RON MASTERMAN

TEAM: Ken Ward, Peter Cooksey and Ron Masterman

I had hoped to enter a team of 70 year olds, there were 5 of us, one went overseas for three months, another decided 6 hrs was his maximum, that left three of us, one was ill with asthma, another decided he wasn't keen and went East for a couple of months. I was the only one left and for a few months have been suffering from sinus, shortage of breath etc. My doctor said I could ride, but very gently. I got a team together Ken Ward a 64 year old who hadn't ridden more than 200 km



Ron Masterman, Peter Cooksey & Ken Ward

Ron Masterman, Ken Ward and Peter Cooksey

straight, and Peter Cooksey who has had four or five attacks of flu. However, that was three old crocks, I talked them into it, and persuaded them to drag me around as it was something I wanted to do.

We opted for an easy course and a short distance. We headed South for 150 kms into a S.W. wind, at first it wasn't too bad, then I presume we tired. After Bunbury we headed North, what a relief although the wind was dropping it was still strong enough to help us on our way.

As we climbed out of Australind we saw some cycle lights coming towards us, that made our day, we shouted to them, it was the girls team doing a reverse route to ours.

We managed a 3 1/2 hr rest - couldn't sleep and we set off to Pinjarra 270 kms. I was very cold and suffering, as it got light the wind got up opposite to the day before. This stretch contained a few rolling hills, in my condition they felt like mountains but Ken and Peter were very good, they slowed to my 10 k.p.h. and nursed me back to the finish.

What a welcome sight it was to arrive at Midland Track in warm sunshine. All three of us were very satisfied with the fact that under the circumstances we achieved what we set out to do.

AUDAX
AUSTRALIA

BY: PETER BOMBARDIERI

TEAM: John Martin, Rod Evans, Merv Girdlestone and Peter Bombardieri.

Our chosen course was very similar to the 400 km Randonee of June this year.

After a steep hill climb our first control point was at Jarradale where we turned into the Albany Highway and proceeded to our next control point at Crossman via North Bannister. Not far after turning into Albany Highway we met a lady motorist whom was hailing for assistance. John Martin and Rod Evans decided to stop and see if any assistance could be rendered. As it turned out the poor woman was on Albany Highway trying to find Tonkin Highway!

After this slight delay we continued towards North Bannister where we had our first puncture, caused by a gnawed piece of car window winder, strategically placed by an unthoughtful motorist.

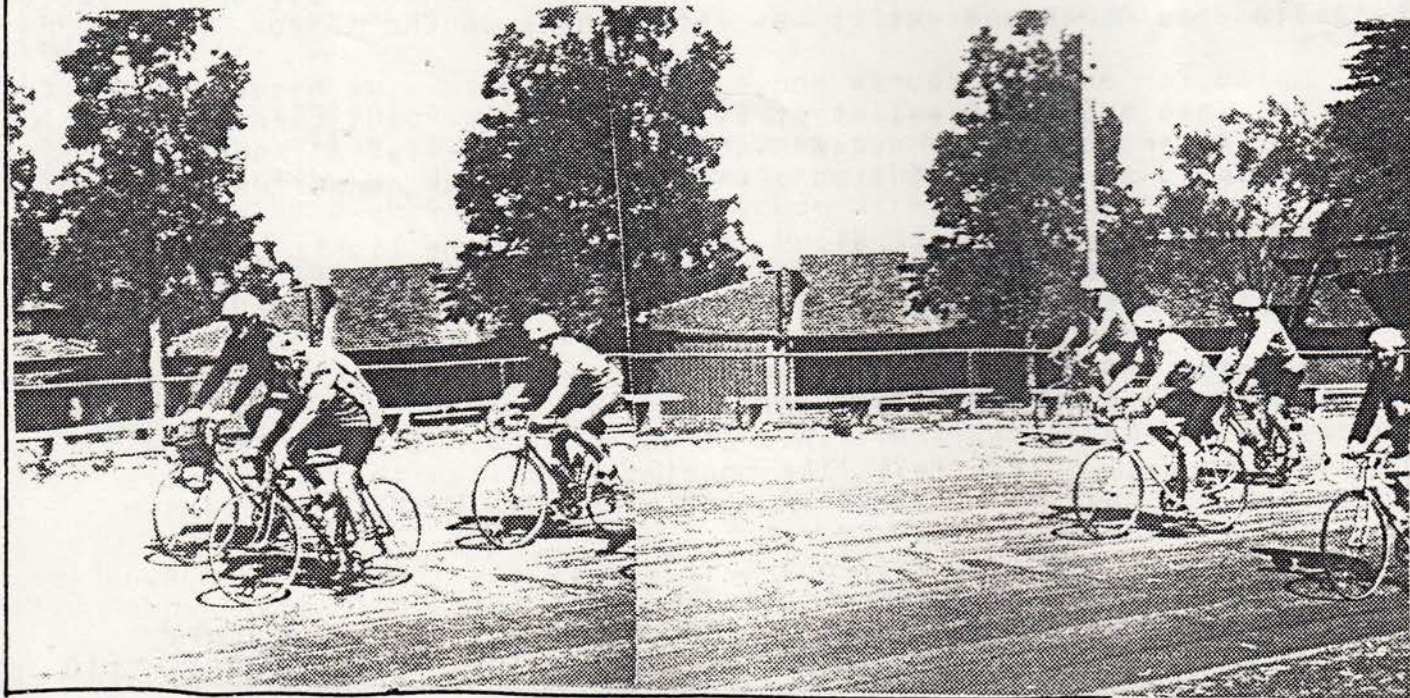
About five km. from Pumpherys bridge our support vehicle had a leaking tyre. Curiosity got the better of us, so we stopped to see what the trouble was; at the same time had a brief rest. After being assured that all was fine, we continued on past Pumphreys bridge, (I was expecting a bridge, not a creek crossing!) arriving at the Narrogin control point.

Dusk was setting in, so we promptly outfitted ourselves with reflective clothing, and with lights at the ready we headed for Brookton. 72 long km later we were served hot foods and warm surroundings at the local hotel.

It was now getting late, so after wetting our tortured behinds with some of Rod's vaseline, we again remounted. The night was dark and silent, as the half moon overhead stood out like a resplendent neon sign in the pitch darkness, while the whirring of our machines and the diminutive illumination of our beams reminded one of a cruising UFO.

We were in good spirits despite the uttered jokes of "why are we doing this?" and "we've got to be mad".

After three hours of rest it was in to Perth and out to Midland. Thanks go to Michael Girdlestone for manning the support vehicle and executing innumerable other tasks, and also the organisers, Audax the C.T.A. as well as John Martin for being team leader for what turned out to be a challenging and rewarding ride.



John Martin,
Robin Layton,
Eddie Rzemek,
Max Talbot and
Neil Porteous.



BY MAX TALBOT

TEAM: Neil Porteous, Robin Layton, Eddie Rzemek, and Max Talbot.

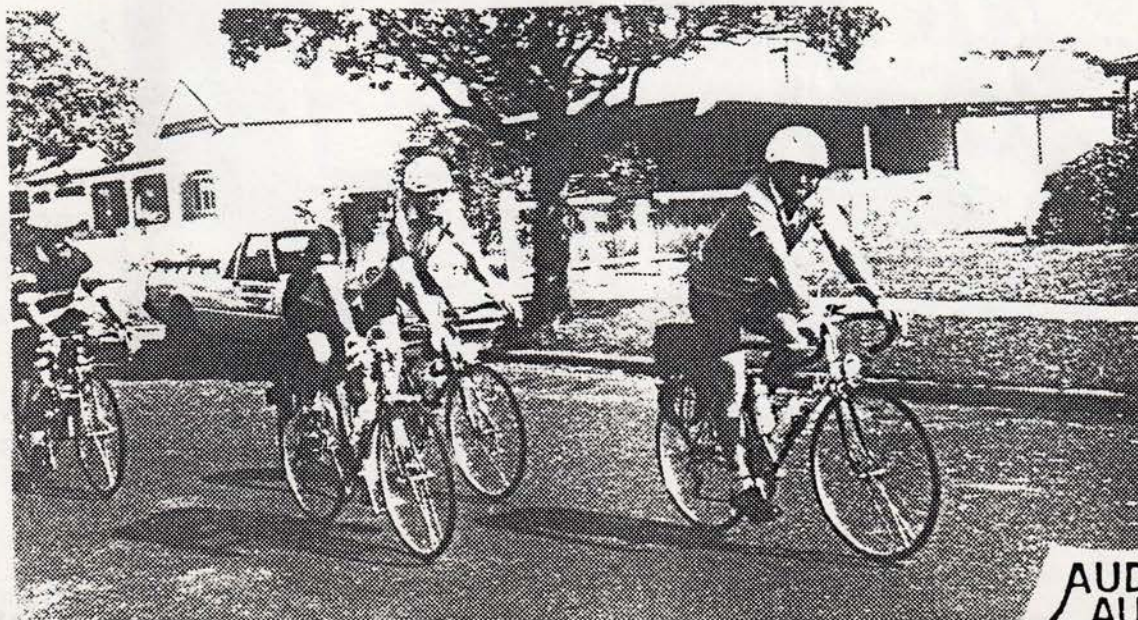
Most of our team had not ridden more than 300 km before, so we were a little apprehensive about our target of 350 km, however Neil kept reassuring us that we could make it.

Ten minutes before the start, the inevitable happened - a South Westerly sprang up, just in time to provide us with a stiff headwind for the next 9 1/2 hrs. Who didn't say their prayers last night! Although the route was over fairly flat terrain, it was open grazing country, offering little protection from the wind. We endeavoured to conserve ourselves as much as we could by rotating the lead every five minutes or so. For those of us who had not trained hard enough (yours truly), this certainly made the difference between finishing and failure.

Apart from some lapses when fatigue caught up with a couple of us, all went well with no mechanical problems.

Aside from having achieved something new the camaraderie established during a ride like this more than makes up for all the aches and pains and I am sure we will all be back next year.

Our thanks to our support crew of Christina and Richard for all their help and congratulations to AUDAX W.A. for a very organised event.



Robin Layton,
Eddie Rzemek,
Neil Porteous
and
Max Talbot.

AUDAX
AUSTRALIA

BRIAN HAWES

PETER MEYER

JIM MATHEWS

TERRY ALLEN

FRED COTTIER

PRESENTATION TO THE WINNING TEAM



Robert Stockman, Robert & Suzanne Lepertel, John Martin.

BY BRIAN HAWES

THE WINNING TEAM

TEAM: Peter Meyer, Jim Mathews, Terry Allen, Fred Cottier, and Brian Hawes.

We planned a circular route covering 532 kms. and the night hours were arranged so that we would be on country roads with very little traffic. This was the case, as we were passed by no more than 20 cars during the night. Our lights could have been better though for country roads, as we had alot of difficulty in keeping on the tarmac if there were no white lines in the centre of the roads. We had no trouble keeping to the schedule and for most of the ride were up to 1 1/2 hrs in advance.

The weather and winds could not have been better. The hardest section was Brookton to Narrogin where we rode into a stiff Southerly. Fortunately Peter Meyer is big and strong, so we spent most of this section clinging to his back wheel.

It did get very cold during the night and we were all very grateful to our helpers who had hot coffee and soup waiting for us at each control.

All of us enjoyed the ride, I think every one of us was a bit unsure of how we would go, and once we realised we would all finish, the aches disappeared.

We are all grateful to our helpers, Neil Hart and Jan Meyer in Neil's van, and Mrs. Cutler and Sharline in their car. They really were the ones who got us through, all we had to do was ride the bikes.

Last, but definitely not the least..

BY: NEIL PORTEOUS

"It is about time you picked your riders, made up a team and got yourselves into gear". These or similar words emanated from none other than Paris-Brest-Paris veteran John Martin and they suddenly made me realise that if I wanted to maintain my good relationship with Western Australia's guru of Audax, I indeed had better get moving.

The cycling calendar had been very demanding this year and after taking part in almost all long distance events I was suffering from end of season fatigue and looking forward to quietly slipping out of sight without being noticed. Sergeant Major Martin had other ideas and wanted as many teams as possible to participate; and I soon found out why. Audax of Australia Club patron Sir Hubert Opperman as well as Monsieur Lepertel, a high ranking official from the Audax Club of Paris- our mother club, were paying us the honour of a visit to coincide with the "Oppie" 24 hr trial.

The name Hubert Opperman means a lot to me. In the mid 1930's as a five or six year old while living in the sleepy country town of York W.A., "Oppie" had been my childhood hero. I remember being taken down to the main street of York to wait for "Oppie" and the other racing cyclists to whiz past. I was sitting high on my father's wide shoulders when the first colourful bunch came into sight and some eagle-eyed spectator yelled out that "Oppie" was up front. In a flash of whirling pedals and shiny, spinning wheels it was all over - except the memory which I have cherished ever since.

John Martin was right - I simply had to get organised, six weeks later saw our four man team pedalling for a full nine hours into a 15 knot headwind. We had set ourselves a target of 385 km and three of the riders had never ridden more than 300 km. In a remarkably short period our little group had been welded into a hardworking, load-sharing, harmonious team of which I was very proud.



Eddie Rzemek, Robin Layton, John Martin, Max Talbot & Neil Porteous

At the turn around point near Bunbury we already had 200 km under our belt. Dusk had fallen, the wind had died and after an enormous evening meal we were just getting back into stride—each of us deep in thought and possibly wondering how we would perform during the long, all night ride ahead. Our mood was sombre, when suddenly around the bend ahead all four of us caught sight of four cyclists approaching at a brisk pace and maintaining immaculate formation. Illuminated by the headlights of a vehicle behind us, we immediately recognised them, — of course, it was the ladies team led by Aileen Martin and riding a slightly different route, they were dead on schedule. Quick greetings and wishes of good luck were exchanged as they flashed past. In my rear vision mirror I saw their taillights rapidly fade from view. It was as if two ships had passed in the night.

This ever so brief encounter created an enormous boost to our morale. We were delighted they were riding so strongly. After riding all night under a star-studded sky of black velvet we clocked in at the Midland Police station — tired but jubilant. All the sacrifices and effort had been worth while. It was a true team effort.

The local Audax committee deserves a big pat on the back and praise should be heaped on organisers John Martin, Robert Stockman and Kleber Claux for the splendid, well planned job they did in ensuring that the event ran like a well oiled derailleur.

Cont'd

chainwheel to smallest rear cog (and, on a triple crankset, the inner ring with the outer two or three rear cogs — often not usable anyway due to the inability of the rear derailleur to "wrap up" enough chain).

Standing while climbing enables a higher gear to be used and it is often possible to shift up a gear to climb a short hill, maintaining or increasing speed — a good technique to use in a race.

7. Train Your Body

One of the great advantages of cycling is that you can train for it while you are doing something else — going somewhere. Commuting to work or school is a great way to improve your fitness.

Riding speed and endurance will be limited by the capability of three parts of the body.

- (i) strength of legs
- (ii) lungs and breathing
- (iii) circulation capacity.

Each in turn will impose a limit and require improvement by training.

Train strength by riding hills. Train breathing and circulation capacity by riding at speed in low gears.

Train your mind as well: read *Effective Cycling* by John Forester and DeLong's *Guide to Bicycles and Bicycling* for advice on all aspects of

cycling; *The Complete Book of Bicycle Commuting* by John Allen for information on riding in traffic; *Aussie Attack* by Keith Webb (see review last issue) on training and physiology. Michael J. Kolin's *The Custom Bicycle* contains detailed information on fitting the bike to you. (All these books are available in the BINSW library and, except for the last, for sale from the shop).

8. Be Predictable

Traffic rules are there to allow you to know what other road users are likely to do. Your safety depends on them.

They work two ways. Others need to know what you are going to do. Ride your bike as you would drive a car. Be aware of what is happening around you whether you are riding in a bunch, in traffic or in a race.

In traffic, look at least a couple of vehicles ahead; in a bunch, look a couple of riders ahead, don't overlap wheels. If leading a bunch, signal dangers with a shout and with hand signals to those behind, allow for the fact that they will be following you — you have a long tail and must act as the "driver" of the group. Pedal down hills — those behind are in your wind shadow and thus will roll down the hill as fast as you can pedal. Ride smoothly, keeping a straight course for those

behind to follow, without sudden braking or acceleration — you must allow for others' reaction time.

9. Concentrate — Save Energy

Many riders bob up and down with each pedal stroke. Don't be one of them. This is indicative of too high a gear being used.

Keep body and bike steady, minimising upper body and head movement which wastes energy.

10. Ride Lots

Eddy Merckx's immortal words — as a five time Tour de France winner, he probably knows what he's talking about.

Riding with experienced cyclists will provide the opportunities for you to observe the application of these skills and be criticised for your failure to apply them yourself! But seriously, most cyclists will be more than happy to advise if you express interest in their all-consuming passion.

In the end, though, it is up to you to find the motivation to achieve or improve and thus get the most out of your riding.

See you on the road.