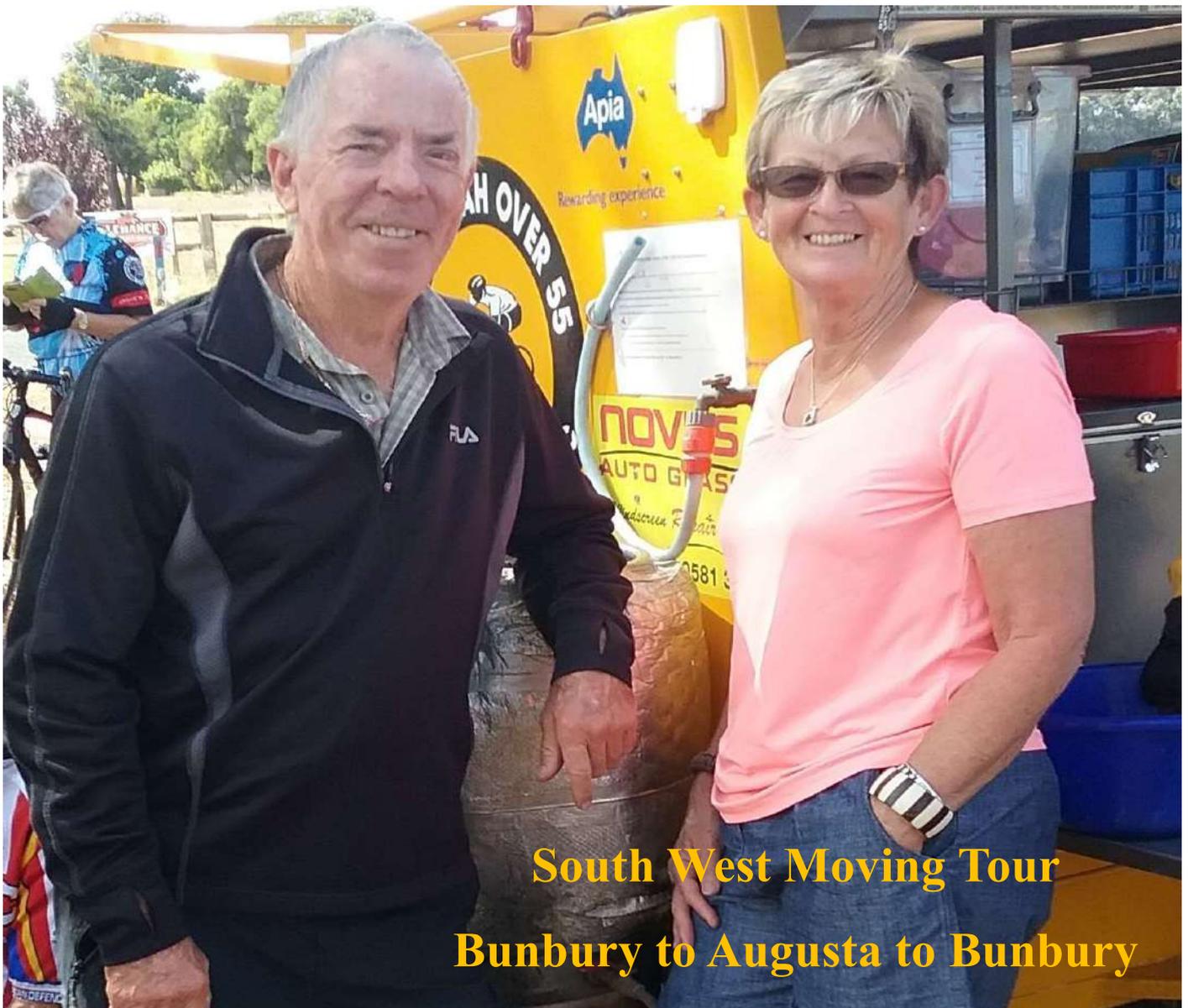




# Cyclemania

Mandurah Over 55 Cycling Club Newsletter

March 2017



**South West Moving Tour**

**Bunbury to Augusta to Bunbury**



# Table of Contents



- Executive Reports.....1**
  - From the President's Desk ..... 1
  - Ride Captain's Report..... 1
- Anniversary Dinner.....3**
- South West Moving Tour .....4**
- Away rides.....6**
  - Northern Beaches Ride ..... 6
  - Away Ride to Rockingham..... 6
  - Woodman Point to Fremantle Ride..... 7
- Tadier's Tips .....9**
  - Caring for Your Chain ..... 9
  - Tyre Pressure and Rolling Resistance ..... 10
- Events.....11**
  - Christmas Dinner - 15<sup>th</sup> December 2016 ..... 11
  - Christmas Lunch..... 12
  - Sausage Sizzle Fundraising at Bunnings ..... 13
  - Australia Day Breakfast ..... 13
  - Pizza Ride ..... 14
  - Sausage Sizzle..... 14
  - Sundowner BBQ..... 14
- Bits and Pieces .....15**
  - Bike Path Development ..... 15
  - Ambulance Call Outs ..... 15



## Executive Reports



### *Editors Comment*

*As Colleen and I were away for all of December and January, Lorraine Nielsen took over our role of collecting articles. Our thanks to Lorraine and those who willingly wrote articles and provided photos.*

*Peter Glasson*

### **From the President's Desk**

John A Ellis

As 2016 fades into the past, two social events are still fresh in our thoughts. They were of course the club Christmas Dinner, held at the Mandurah Country club and the club Christmas Luncheon, held at the club house two weeks later. Both events were an outstanding success and thoroughly enjoyable. Our thanks once again go to Madeline Redman, her able assistant, Lyn Edwards and all the other volunteers who gave a helping hand. Likewise, our Australia Day breakfast, held this year at Merlin Street Reserve, proved to be another enjoyable and popular event.



Our Ride Calendar this year is as interesting and varied as ever, thanks to Chris Redman, our Ride Captain. Mike Burrows has contributed to this by organising the recent Augusta moving tour and the forth coming trip to Holland in July. Other trips to Busselton, Myalup and Albany are also on the calendar, plus the new destination this year, Geraldton in September. Social rides led by Eddy Redfern also prove to be as popular as ever.

I am pleased to report that our club numbers continue to increase as does cycling popularity.

On a sadder note, since the publication of our last Cyclemania we have lost one of our stalwart members and that is, of course, Jim Every. Jim, as we know was not a cyclist, but drove the bike trailer on most of our tours. Jim was always there to pick up anyone in trouble or broken down and he will be sorely missed by everyone, not least for his selflessness and dry sense of humour!

My thanks go to everyone who helps with the running of the club and contributes, however small. To any of our members who have recently suffered from ill health or have been involved in an accident I wish them a speedy recovery and at the risk of sounding repetitive, the health and safety of our members is our top priority.

### **Ride Captain's Report**

Chris Redman

Since the last edition of Cyclemania in late November 2016, the ride calendar has been relatively quiet except for the social events that took place prior to Christmas. The Christmas Dinner and Christmas Luncheon were well attended and are certainly a testament to the organisers.

Our Australia Day Ride and breakfast at Merlin Reserve was well attended and while the ride was reasonably hot, the breakfast was excellent thanks to the crew of volunteers.

The Augusta Tour was again successful thanks to Mike and Barb Burrows with the support crew of Mal and Jo Smith on the chuck wagon and Fred Abbott on bike trailer duties.

The Busselton tour is about to begin on the 27 March with over 80 members registering to attend which is very pleasing from my point of view. However, I am sad to say there will be one very popular name missing on the tour; Jim Every. Jim's selfless contribution to the club over many years towing the bike trailer to the tours and during the tours, as well as on away rides such as Serpentine Falls and the achievement rides. Jim never complained carrying out this boring and laborious role and was always ready for the next event, always offering before he was asked with a broad smile on his face. This was also supplemented by his dry sense of humour. There was also Jim's famous pasties which we all looked forward to on the way to Myalup and Serpentine Falls. He will be missed but never forgotten. There will be an announcement in the next few days regarding a special tribute to Jim!

The Myalup Tour this year will take place from Tuesday 16 May to Friday 19 May and details are now on the club notice board. For those members who have not been on a Myalup Tour it is quite unique. We leave on a Tuesday morning and ride to Myalup via Yarloop with stops for morning tea and lunch from the chuck wagon. It is a lovely ride through the countryside ambling along at 20 to 22 km per hour. On arrival at Myalup Pines you are surrounded by seven rustic cottages in amongst the trees with a communal kitchen and dining area in the middle of the cottages. The cottages have open fire places and have three bedrooms and accommodate five people. On the following two days we ride each morning through the beautiful Harvey region. Breakfast, lunch and dinner are shared in the communal kitchen and dining area, naturally with a few drinks. On Friday morning we ride back to Mandurah again through lovely bushland via a different route, eventually winding our way around the southern end of the estuary. The fellowship on this on this tour is amazing and I thoroughly recommend it.

Later this year in September the inaugural Geraldton Tour will take place in a fantastic setting at Sunset Beach Holiday Park. I suggest you make a note in your diary for September 17 to 21. I think you might enjoy it!

Eddy Redfern continues to come up with interesting rides due to the research he undertakes prior to each away ride and my thanks go to Eddy for his time and effort.

The rest of the year's ride calendar is certainly busy and I look forward to each and every one of you participating in the events over the coming months.

Finally, for us all to enjoy these events it is essential we ride defensively and within the traffic code and our own club riding rules.



## **Anniversary Dinner**



Madeline Redman

# **CLUB ANNIVERSARY DINNER**

**21 April 2017**

**Arrive 6.30pm**

**Dinner to be served at 7.00pm**

**Meadow Springs Golf and Country Club  
23 Meadow Springs Drive, Meadow Springs**

**Cost \$36.00 per person**

**There is a club subsidy of \$ 6.00 which brings the  
cost to \$ 30.00 per member**

**Please add your name to the sheet  
on the club notice board**



# South West Moving Tour



Peter Glasson

## Introduction

On Tuesday, 7 March 201, the moving tour from Bunbury to Augusta commenced. As in 2016 the tour was organised by Mike and Barb Burrows and there were 21 participants. Eighteen of these were riders while Mal and Jo Smith organised the food and drove the chuck wagon while Fred Abbott drove the back-up vehicle. The tour involved overnight stays in Busselton, Margaret River and Augusta. Breakfast, morning tea, lunch afternoon tea and dinner were all served from the chuck wagon except for the dinner in Augusta and lunch in Cowaramup.

PARTICIPANTS	
Mike Burrows	Irene Beynon
Barb Burrows	Geoff Newby
Ros Blaszkow	Andy McLeavy
Stan Blaszkow	Dick Turner
John Bowles	Mel Tadier
Fred Abbott	Pat Every
Ron Richards	Mal Smith
Iris Richards	Jo Smith
Peter Glasson	Bill Clare
Colleen Glasson	Pat Garrett
	Lyn Trenbath

## The Rides

RIDE	DISTANCE	CLIMBING	LINK TO MAP
Bunbury to Busselton	76 km	211 m	<a href="https://ridewithgps.com/routes/12191024">https://ridewithgps.com/routes/12191024</a>
Busselton to Margaret River	60 km	346 m	<a href="https://ridewithgps.com/routes/19375602">https://ridewithgps.com/routes/19375602</a>
Margaret River to Augusta	58 km	492 m	<a href="https://ridewithgps.com/routes/19329263">https://ridewithgps.com/routes/19329263</a>
Augusta to Margaret River	58 km	470 m	<a href="https://ridewithgps.com/routes/12191020">https://ridewithgps.com/routes/12191020</a>
Margaret River to Busselton	65 km	348 m	<a href="https://ridewithgps.com/routes/12191010">https://ridewithgps.com/routes/12191010</a>
Busselton to Bunbury	81 km	271 m	<a href="https://ridewithgps.com/routes/12191006">https://ridewithgps.com/routes/12191006</a>

Mike had planned that the rides south were closer to the coast and those coming back to Bunbury were more inland so there was very little overlap of the rides. The rides south were always into a headwind which made the riding a little tough especially for the two recumbent bikes; a three-wheeler ridden by John Bowles and a



two-wheeler ridden by Dick Turner. Fortunately, the wind was consistent so the return rides had the wind at

our backs. The rides took us through some delightful rural scenery as well as smaller towns such as Dardanup, Boyanup, Capel, Witchcliffe and Cowaramup. Most importantly there were no accidents and we felt very safe with Fred Abbott behind us in the back up vehicles with emergency lights flashing.

### Food and Fellowship



Like all tours each day is as much about the fellowship as it is about the riding. This was particularly the case with this tour as all our meals were together and in all but two cases shared meals arranged by Jo and Mal Smith. Over a few drinks at ‘happy hour’ the hills we climbed became steeper the headwinds stronger and the speed faster!! As well as the delightful food, Andy and Fred entertained us with their jokes and stories. Morning tea in the Boranup Forest south of Margaret Rivers was a highlight. On the last night in Busselton we had “Christmas in July March”. Everyone dressed appropriately for the

evening with Pat Every taking the prize for the best costume. It was a wonderful way to celebrate our last evening together on this tour.

### Thank You

Everyone deserves a thank you for the support and encouragement given to each other and for pitching in at meal times to assist with the dishwashing and packing up of the chuck wagon. However, some special people need to be acknowledged:

- **Mike and Barb** organised the Tour, arranging all the rides, the accommodation and the budget. A superbly organised tour!
- **Jo and Mal** arranged and/or prepared every meal including, breakfast, morning and afternoon teas, lunch and dinner. All of this was done from the chuck wagon. On each day they drove the chuck wagon and had everything set up when the first group arrived. While all meals were amazing, the BBQ in Margaret River and the Christmas dinner were particularly memorable.
- **Fred** stepped in at the last moment to be back-up driver. Driving at 20 km per hour and looking at the rear end of the cyclists for six days is a challenging task. To entertain himself he brought tapes of the Dockers greatest victories; however, sadly, these finished after the first morning!



Morning tea in the Boranup Forest



Dick patting a stingray at Hamelin Bay



On the road again



## Away rides



### Northern Beaches Ride

Andy McLeavy.

On the 25th November, 2016 a smaller than usual group of eight men and one lady (Lyn C) took the train to Clarkson on this 36 degree day. After 1.5 hrs on the rails we headed due west to the coast and Mindarie Keys for coffee; a very Mediterranean like area. From there we rode south along the busy Marmion Ave before heading to Burns Beach. We headed south again along a winding, scenic coastal path, encountering several work vehicles and crews requiring us to slow and dismount. Anyway, we found a welcome shady tree next to a water fountain where a small, lost Hyundai sedan was making its way along the bike path!

On we rode down to Hillarys Boat Harbour where we spread out and found a selection of places for lunch. Many locals were taking advantage of the sheltered waters for a swim. We just sweltered.

Leader Eddie then took us through more scenic sea views to Beach Rd from where we headed inland for a circuit of the Carine Open Space. We found a new path along Reid Hwy then down the Mitchell Fwy path to end the 38km tour at Stirling Station.

It was an enjoyable but hot ride through areas we rarely travel. It was pleasing to have newer riders John L and Peter N, handling the ride well and without problems. Thank you, Eddie.

### Away Ride to Rockingham

Lorraine Nielsen

On 20 January, 2017 the riders gathered at the Rotunda for the ride and headed up the coastal path where the 'northerners' joined the group at the Ronsard/Watersun car park. This made a total group of 36 riders.



We continued up the coast to MacDonald's at Secret Harbour where we stopped for coffee. They are to be congratulated for the way they coped with the Lycra invasion. The group rode through Secret Harbour to Port Kennedy then along the coastal path to Waikiki and Safety Bay and on to Rockingham.

There was a moderate south-easterly wind that helped our progress but strong enough to ensure that (except for the intrepid Andy McLeavy) we all opted to return by train.

It was a beautiful ride along the coast and enjoyed by all.

However, in retrospect, 36 riders in one group was too cumbersome and resulted in some bunching and, at times, congestion on roads. Perhaps it would have been better to emulate the club rule of around 11 riders in a group, dividing into three groups 'separated' by speed and ability.



It was also disappointing to note that on several occasions on roads, riders were two and sometimes three abreast and "car back" calls were ignored. This must surely have caused some frustration to drivers who were held up.

## Woodman Point to Fremantle Ride

Karen Lind



On Friday 24 February, 2017 we arrived at the meeting point with time to spare and met up with the other riders. Our numbers were down from eleven to eight as some had decided against riding. As a novice rider, I was a wee bit concerned with both the expected temperature and distance for this ride. However, Eddie and the other riders were confident that I could do it and made sure I knew to call out for stops and breaks as I needed them. I think, some were glad I was there, as I was an excuse for more drink stops than normal. Glad I can come in useful sometimes!!!

As we left the car park I looked longingly at the beach and water, grateful that we had the foresight to bring our bathers and towels for a swim after the ride. We took off at a steady pace and I was happy with my effort. I'm sure I could have done better if only the wind wasn't so strong.; though my thoughts were, at least we will have the wind behind us on the way back.

The ride took us through several new building developments on the beach fronts at Coogee and South Fremantle and we mused over how nice it might be to live there; though there really is no better place than Mandurah to live.

We rode into Fremantle and passed by Little Creatures Brewery; several us commented on how a beer might be nicer than coffee on such a hot day BUT we all know that alcohol and riding do not mix. So, we rode on through to the harbour where two naval ships were docked. Continuing our way to Point Walter and our much-awaited coffee, we passed yet another iconic watering hole, the Left Bank pub, and stopped outside for a drink of WATER and a short rest.

On our bikes again and we headed to the Kava Cafe in Bicton which was our destination for morning tea/coffee. This was a great choice by Eddie and Helen, wonderful coffee and even better muffins which several us indulged in. After a reasonable break, we mounted our bikes and continued to Point Walter. This bought back lots of



memories for Archie and I as this is where the Lind family always had their Easter picnics. We have memories of the kids rolling their Easter eggs down the grass banks and then swimming in the water; while the adults were taking the time to catch up with each other and having a drink or two.

Another short break here for ‘a comfort stop’ then off to Fremantle for lunch.

The ride back into Fremantle was much easier as we had the wind at our back. However, the ‘bike path’ from Point Walter back through Bicton was a bit hazardous. It was quite up and down, very winding with lots of blind corners. An attempt to widen it sometime in the past just meant there was a tyre-width gap in the middle of the left side of the path which meant you needed to be very alert and accurate with your wheel placement: definitely a candidate for a major upgrade. I think the road would have been a safer and more pleasant option. Once at the E Shed we were told we had about an hour before we were to head back. One of the group made me very jealous by ordering chips; I love chips! Archie and I decided to eat something a bit lighter; we shared a vegetarian focaccia and a fantastic freshly-squeezed juice drink. Nice, but not chippies!!

Time to head back but my legs had started to seize up after sitting for lunch. There were not a lot of options other than to get on the bike and get the ol’ legs moving again. As mentioned before the ride going south was much easier with the wind behind us. However, the temperature had risen by now and without any wind on the face it quickly became very warm riding along. Why is it that cyclists are never happy with the direction of the wind?



It didn’t take us too long to get back to the starting point, with only the occasional stop along the way. Again I’m sure a number of riders were happy to use me as an excuse for a break too.

Once back to the cars everyone thanked Eddie and Helen for a great day out and then drove home. Archie and I took the opportunity to cool down in the ocean. What a good idea that was. My body temperature dropped so much after plunging into the water that I didn’t want to get out and it made the drive home much better.

Thanks to Eddie and Helen for organising the ride and to my fellow riders, Archie, Julie, Arthur, Lyn and Peter for making me feel welcome.



## Tadier's Tips



### Caring for Your Chain

A bicycle chain is a real “crap magnet”. It attracts all sorts of debris from the road especially in wet weather. Chains do not stretch; as the rollers, pins and plates wear, the chain will lengthen.

The gunk in the chain will wear not only the chain but also all moving parts in the drive train i.e. cassette, jockey wheels and chain rings.

So let's reduce this wear and extend the life of these parts. How? Simply clean the chain often. A lot of gunk can be removed simply by wiping the chain vigorously with a rag. It may be necessary to use some solvent, such as chain degreaser. A tooth brush dipped in solvent is useful for cleaning between links.

The best way to clean a chain is to remove it from the bike and soak in a solvent for a few hours. If you use this method, I recommend you use a new master link or quick link when replacing the chain.

A good option, and a very effective and popular one, is to use a chain cleaner tool that clamps onto the chain and contains brushes and a reservoir of solvent. With the tool clamped onto your chain, rotate the chain by turning the pedals with your hand. You may need to repeat the process two or three times. Wipe the chain clean with a rag afterwards. When emptying the reservoir check out what is in it – you will be surprised.

Don't forget that the cassette, jockey wheels and chain rings need to be cleaned too.

Lubricating or re-lubricating the rollers and pins inside the chain links helps the chain to glide smoothly. However, is important to use the correct type of oil, readily available from bike shops or online. One of the most popular is the Rock N Roll Range. DO NOT use CRC or similar as this will attract gunk.

Before applying the lubricant ensure the chain is clean free of any solvent.

Clean and lubricate your chain often, certainly whenever it starts to sound noisy, and always after you have ridden in the wet.

A basic rule of thumb is two chains to one cassette. If you wear the teeth on your cassette a new chain will not mesh – you will need a new chain and cassette. Depending on your drive train a chain can cost as little as \$25 or as much as \$100 plus. For a Shimano Tiagra drive train most bike shops will supply and replace for approx. \$100/\$125.

*Thought for the Day.*

*If the only tool you have is a hammer, you tend to see every problem as a nail.*

*Abraham Maslov*

## Tyre Pressure and Rolling Resistance

Many of us make the mistake of using high tyre pressure to reduce rolling resistance (go faster). Contrary to popular belief using high tyre pressure does not make the tyre roll faster. If the tyre cannot absorb small bumps into its surface, it is pumped too high, the bike will roll slower even though it may feel fast because it is so stiff and bouncy. Every little bump lifts the bike and rider, as well as providing a backward force on impact. This costs energy compared to absorbing the bump into the tyre while the bike and rider roll along smoothly without up and down motion.

On a road surface or bike path anything over 120 PSI will cost you speed. Check your tyre for the maximum and minimum pressure and find a middle ground that suits you. I suggest if your tyre maximum pressure is 125 PSI, try using 100.

Narrow tyres are no longer popular with many manufacturers now fitting 700 x 25 to their road bikes. At least one manufacturer fits 700 x 28 to their endurance bikes. Experts now tell us that rolling resistance is as good as or better with a 700 x 25 compared to a 700 x 23. The bigger the tyre, the less air pressure is required giving a more comfortable ride, and surprisingly, is more puncture resistant. *No tyre is puncture proof.*



## Events



### Christmas Dinner - 15<sup>th</sup> December 2016

Lorraine Neilson

The strength of the Mandurah Over 55 Cycling club was clearly shown when 100 members attended the Christmas Dinner at the Mandurah Country Club on 15 December 2016.

Even though it was at times difficult to recognise our fellow club members when they weren't wearing their yellow shirts, it was great to see everyone dressed up to the nines and intent on having a great night. There were lots of noisy conversations and lots of mingling between the members of the various cycling groups, so it is safe to say that the social side of MO55CC is alive and well.



A traditional Christmas dinner was served: turkey, ham and accompaniments and a very nice cherry steam pudding dessert. If you note that I have not mentioned the entrée, it is because it doesn't quite fit into the "Christmas" category. Nonetheless, the small tasting plate that began the meal was very nice. The service was excellent and there was a general sense of approval regarding the food that was presented.

Following the meal, and probably a few drinks as well, a few brave souls hit the dance floor. I noticed Jimmy, Kate, Mike and Barb, Bill and Pat doing a bit of a turn. I'm sure there were others, but the dance area was quite dark, (what did these dancers get up to??), so if I have failed to name you, please accept my apologies.



Formalities were kept to a minimum with President John, wishing all members a happy Christmas and Ride Captain Chris, thanking our President for the excellent job he has done during his term of office. Andy provided much-appreciated entertainment with a few of his jokes and the raffle was won by Chris Redman.

This event and all our social functions would not take place if it weren't for the tireless efforts of Madeline and Jo. Our sincerest thanks go to you girls for your hard work and organising abilities.

## Christmas Lunch

By Arno Albrecht

On Tuesday 20 December, our club held its annual Christmas lunch at the club house. Members had earlier completed their rides and were eagerly looking forward to partaking in the luncheon.

Over 100 of our members were in attendance and their camaraderie and general conviviality added to the festive atmosphere, with several members also wearing Christmas adornments.

The club house looked resplendent with our Social Coordinator Madeline Redman and her team having done a tremendous job in decorating the tables with colourful table cloths, decorative floral arrangements and abundant bon bons containing various novelties and bad dad jokes.

The team additionally provided a delicious and ample repast which included succulent roast chicken, tasty smoked ham and several scrumptious salads. This was topped off with a variety of delicious pavlovas and fruit mince pies for dessert.



During the meal, President John Ellis addressed the members. He thanked Madeline and her team for their efforts in preparing the venue and the meals. This was roundly supported by the members.

The President also made a special presentation of an Appreciation Award to Liz Warren for her untiring, continual efforts as a member in ensuring the general running and management of the club house is done effectively to the benefit of others. This was enthusiastically supported by all the members.

Jo Smith, our Meet and Greet Committee member had organised for the collection and presentation of a large amount of various food and personal items for presentation to Lyola Burns, a board member of Pat Thomas House, a women's refuge in Mandurah. Ms Burns expressed her deep appreciation to Jo and the club for organising this presentation as it meant a great deal to women and children, who were the subject of domestic violence, to receive items of support which go a long way to assisting them in a time of difficulty and need.

Jo Smith then organised and conducted the raffle, with the major prize being a large hamper of goodies won by Mike Burrows. There were further smaller prizes also raffled and a few more members got lucky with prizes of various types being awarded.

Overall the Christmas Lunch was a great success and it was apparent by the comments that it was enjoyed by all. The President closed the event and wished all members a happy, merry and healthy Christmas.



## **Sausage Sizzle Fundraising at Bunnings**

Arthur Watkins (Treasurer)

The club's secretary, Terry O'Shea organised this event for 11 December 2016. With members' participation, the event proved to be a worthwhile and profitable day for the club. Sales were \$2,156, expenses \$865 leaving a net profit of \$1,291.

During the day, a club member asked me if we needed to fundraise to financially support the club's activities.

The amount of club's annual membership fee structure is not based on fundraising. It was calculated on a cash flow projection comparing the estimated number of members paying fees against known fixed expenses (rent, insurance, vehicle registration etc.) and contingencies for some fellowship activities.

The famous Australian financial advisor Noel Whittaker has reasoned that the more money a person/organisation has, the more it spends and this applies to our club. Due to this fundraising, the committee has agreed to spending in excess to that of past years - more free sausage sizzles, Christmas luncheons and travelling petrol subsidies for tours. The club has made major improvements and safety alterations to the chuck wagon, purchased two new gazebos and increased clothing stock.

It is important to note that these fundraising events are done not with only monetary consideration in mind but they are also a good way to get our club's name known to the public. During the day, we had several interested future members make enquiries. Others will keep us in mind for future reference.

The committee is grateful for the fellowship participation displayed by volunteers on the day.

## **Australia Day Breakfast**

Arthur Watkins

The Australia Day Breakfast was held on Thursday 26 January, 2017. Madeline and I went shopping on the day before and as usual with our Social Co-ordinator, we were in and out of the shops in no time.

This year the venue was changed to the Merlin Street hall. This is owned by Mandurah City Council and is built on the same style as the Yacht Club.

Fifty members paid \$10 each and Madeline was at her best. There were big trays of fresh fruit and individual tubs of yogurt as starters. This was followed by plenty of fruit juices and cans of soft drink chilled on ice.

Meanwhile Lionel was cooking sausages on the chuck wagon BBQ, Paul was cooking eggs in the club (we got some silicone rings and they made the eggs perfect) and others fried up a big batch of bacon. The smells were terrific.

Everyone had seconds and some had thirds. It was a great morning.

## Pizza Ride

Peter Glasson



Brian ‘The Gentleman’ MacFarlane organised a pizza ride for the evening of Friday 17 February, 2017. Approximately twenty riders gathered at the Foreshore Rotunda at 5:00pm. Rod took one group to the pizza shop in Singleton while Brian led a second group.

On arrival at Bruno’s Pizzeria, Singleton Beach Café the riders were joined by another dozen or so partners and other club members. Fortunately, most of those attending had pre-ordered their pizzas so it wasn’t a long wait for dinner. Everyone seemed to enjoy their pizzas and there was a wonderful convivial spirit during the evening. About 7:15 pm, those riding made their way back home reliant on good front and rear lights.



Well organised Brian – a nice ride.

## Sausage Sizzle

Peter Glasson

On 28 February, a sausage sizzle was held at the club following the normal Tuesday Club Ride. Once again Madeline Redman sourced some magnificent sausages for the large number of riders who returned to the club after their normal ride. Madeline was supported in the kitchen Eluned (Lyn) Clark, Lyn Edwards and Gordon Nunn. A big thank you to Madeline and her helpers from all those members who left the club with their taste buds tantalised and tummies full!!

## Sundowner BBQ

Peter Glasson

On 17 March, it was planned to hold a late afternoon ride followed by a sundowner BBQ at the club. As it happened most of the 30 or so members who turned up were tempted by the BBQ but not the ride!! It was a beautiful evening and everyone thoroughly enjoyed pre-dinner drinks watching a sensational sunset over a calm ocean. We were enjoying the drinks so much we quickly found ourselves in darkness without the chuck wagon’s BBQ being fired up. This was resolved and the smell of steak and sausages soon filled the air. Everyone pitched in to clean up and pack away the tables and chairs into the chick wagon. This was a very pleasant and convivial night with two questions being answered:

1. How many men does it take to light the BBQ? Answer: ten
2. How many women does it take to find the lights to the chuck wagon? Answer: one but only after the BBQ was finished!



## Bits and Pieces



### **Bike Path Development`**

Terry O'Shea

The club has recently established a subcommittee to lobby the Mandurah City Council and State Government on bike path development. Members of the subcommittee are John Lamperd, Peter Taylor, Brian MacFarlane and myself.

The subcommittee has met with council and several elected members of the previous Liberal Government:

- Terry Redman, ex-Minister for Regional Development
- Kim Hames, retired MLA for Dawesville
- Alyssa Hayden, MLC for East Metropolitan
- Zac Kirkup, MLA for Dawesville
- Craig Johnson, Mandurah City Council.

The vision of our committee is to progressively link existing Forest Highway bike paths to the southern end of the Peel Estuary and back to existing paths south of Dawesville. All of the above were very positive and supportive, especially Alyssa Hayden who has been instrumental in developing bike paths along the Swan River.

Zac Kirkup was due to explain progress at our last club sausage sizzle but was tied up with a Department of Transport meeting which was discussing our proposal.

Progress has currently been delayed due to the change of government but all of the above supporting politicians retained their seats which will help our cause when dealing with the new government.

Watch this space.

### **Ambulance Call Outs**

Peter Glasson

Recently Colleen and I attended and baby first aid course run by St John Ambulance. The issue of ambulance call outs was raised and the associated costs. We found out that if an ambulance attends an incident and the injured party decides not take the ambulance to hospital there is no charge for the call out. A person is only charged for the ambulance if they agree to travel in the ambulance to the hospital.

We found this reassuring and, in our minds, it means that if there is any concern for an injured person the ambulance should be called. It then becomes a decision of the injured party, in discussion with the ambulance staff, as to whether she or he travels to hospital in the ambulance.