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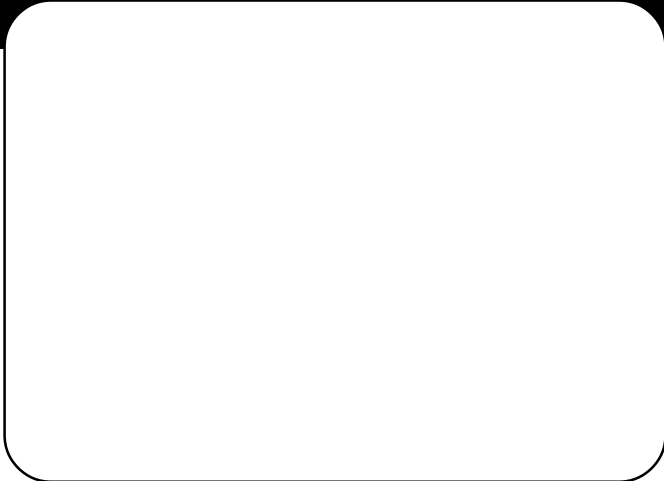
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Checkpoint

Summer 2001/02 - Issue No. 10



Lady Mavys Opperman, 1908 - 2001



PBP Survey - Part Two

How to ride 200km

Regional News

Ride Reports

**Win a 2003
PBP Jersey**

**We are saddened to learn of the death of our Patron,
Lady Mavys Opperman, who passed away peacefully
on 15 October 2001, aged 93 years.**

**The funeral service was held at St Johns Anglican Church in
Camberwell, Victoria on 18th October at 11.00am.**

A private cremation followed.

Checkpoint

Journal of
The Audax Club of Australia Inc.
Summer 2001/02 - Issue No. 10

Editor

Patrick van Dyk

Distribution

Phil Bellette & team

Contributions in any format are always welcome. Photo's received will be returned.

Closing dates for contributions for Checkpoint during 2002 are:

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14	Nov 30	Jan 20

Please send all contributions to:

Checkpoint Editor
PO Box 12144
A'Beckett St
Melbourne VIC 8006
email: checkpoint@audax.org.au

Membership at 30 October, 2001: 570

Advertising

Reach over 550 cyclists nationwide through the pages of Checkpoint. Advertising rates are shown on the back cover.

This issue is dedicated to the late **Lady Mavys Opperman**, who so kindly served as Patron of our Club.

The views expressed by authors in this journal are not necessarily those of The Audax Club of Australia.

Presidents Pedals

Hans Dusink



Summer is now with us and the new Audax year is in full swing. As you ride the roads and byways spare a thought for the ride organisers and support crew. We all owe a great debt of gratitude to them. Sometimes I think we take the ride organisers for granted. Without them we would not have a full calendar of rides. Audax Australia boasts a rides calendar equal to those of Audax clubs around the world. In worldwide terms the number of Audax kilometres travelled in any year is within the top three or four, (on a per capita basis I think we are top of the tree). None of this would be possible without the dedication and care of our ride organisers.

So please support the rides that are put on for the rider's benefit. Please also book into rides early so that the appropriate catering, where provided, can be arranged. We should ring at least a week before the ride. There is a trend currently to wait until as late as possible (checking for the weather) before entering a ride. This does not help the organisers, in fact it makes the task harder. Ride organisers do have other commitments and cannot necessarily rush down the shops to get some extra food.

Every year is the year of the volunteer, so please assist all our organisers and support crew, by supporting the rides and booking in early.

PBP Jersey

The second instalment of the PBP survey can be found in this issue. We need to start to design an Australia PBP jersey. I think that everybody knows what the Australian contingent wore in

1999. The design of that jersey was fantastic and may be hard to beat. I think we had the best jersey in Paris.

Can you come up with a design for the 2003 PBP jersey? I will receive entries for a jersey design until 28th February 2002.

Annual General Meeting

The AGM of Audax Australia will be held in February 2002. Further notices will be sent closer to the time. But have you considered standing for a position on the National committee? Nominations for all positions are open to all paid up members of the club.

We have a dedicated small team of office bearers, committee members and officers. I would like to thank each and every one of them for the hard work over the last year.

Lastly I want to wish each and every one of you a safe and merry Christmas and a safe and prosperous New Year.

Safe cycling and see you on the road.

Editorial

It's the final edition of Checkpoint for the year and hopefully you've achieved your Audax goals and are ready to set new ones. Inside this issue there are five ride reports to get you inspired for the coming year, as well as Tanya Bosch's advice on preparing for a 200km ride.

Congratulations to those who recently took part in the Fleche Opperman. Why not write about your experience and send in your photo's for others to share? Stories will be published

in the next edition along with results of every team. The event is a tribute to the late Sir Hubert Opperman. Sadly, we also report in this issue that our club Patron, Lady Mavys Opperman, passed away on 15 October. Sue Taylor pays tribute to an outstanding lady on page 14.

The *Snibson* and *Chat* sections both focus on eyewear, an important issue for all riders. Plus be sure to read the new constitution

proposed by *Les Randonneurs Mondiaux*, the body which ratifies some of the longer rides that we undertake. These changes could affect you, so take a look at pages 20-22 and send in your comments by the due date.

I wish all members a *Merry Christmas & Happy New Year* and look forward to receiving your contributions for **Checkpoint** throughout 2002 so that others can share and be inspired by your Audax adventures. *Patrick van Dyk*

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Letters to the Editor

In regard to the ongoing lighting and visibility arguments, I'd like to put in my two cents worth.

Although I am no longer an Audax rider, my fifteen years from 1981 to 1996, both as a rider and support driver, gave me ample time to use and witness all types of lighting and visibility gear.

On daytime visibility, you can't beat one solid fluorescent coloured jersey (preferably long sleeved), either orange or lime-green. Signage, stripes, swirls etc, just take away from the overall effect. Night time visibility is a completely different story. Fluorescent colours are useless, white is best.

In regards to lights, my preference is for a strong, constant beam halogen headlight, dynamo powered, and a back-up C cell or equivalent battery light.

This can be used for extra lighting on up hill sections, or if the main light fails. I've seen too many 'ultra-modern' battery lighting kits lose their power after 2 to 3 hours of use, and being short of your fresh battery pack (in the support car) is no fun in the middle of a moonless or cloudy night.

During Paris-Brest-Paris events, when blasting downhill, the dynamo bikes are surrounded by the flat battery brigade, seeking out a useable light beam.

Flashing front LED's are useless for Audax riding - so no more. Rear LED's are a different story. Today's LED's are cheap and reliable. The best set up is two constant beam lights,

one set high, one low. This gives the approaching vehicle from your rear two lights which 'spread' apart and give a feeling of depth and distance to the driver. Flashing LED's don't seem to give the motorist a stronger 'approaching' light effect but remain constantly 'bright'. I've been on top of flashing LED's before I knew it, and I was looking out for them!

Also flashing LED's are not known as 'epilepsy' lights for nothing; try following one of the new bright flashing lights for a few hours! Great for city riding though.

For reflective gear you can't go past reflective anklets (3M silver is the best). They are small, light and move up and down, and are visible from 360 degrees (standard bike of course). Reflective tape stuck on your rims (aero rims are best) cranks and frame is also a good idea.

Safe cycling.

Russell Moore

(Life Member)

In Bright for the Alpine Classic? Then try the

Harrietville Warm-Up

50km - Unsupported

Starts 3.40pm, Saturday 26 January

Howitt Park, Bright

Pre-registration by 14 January essential

Email your name and postal address to hwu@audax.org.au or phone 02 9546 2478

Tumut Nouveau Weekend

Easter 2002

Where can you do a 50, 100 and 200km ride all in one fun weekend?

Tumut, half way between **Melbourne** and **Sydney**; it's the place for North to meet South. We have the quiet country roads, we have the beautiful scenery, and we just need you!

You can ride one, two or all three distances.

The schedule is:

50/100 km

Easter Saturday afternoon

A pasta night will be held on Saturday night as a social get together if numbers are sufficient.

**200km
Easter Sunday**

**50km
Easter Monday**

For more information about the rides and accommodation in Tumut, please contact:

Jim Goode

02 6947 3300 (h)

02 6947 2636 (w)

PO Box 58, Tumut NSW 2720

Le Grand Tour de Victoria - 1000/1200/2001km

Leigh Paterson

This classic ride took place between 4pm Friday 9th March and 2pm Friday 16th March 2001 with much pre-planning carried out by Alan Tonkin, Phil Grant, Frank Preyer and Tom Behrsing. This ride was partly supported and a big thank you goes out to Val Johnson and Sue Brown who did a fantastic job looking after all the participants throughout the ride.

The riders for the 2001km were Alan Tonkin, Joy Richardson, Phil Grant, Frank Preyer, Otto Galliker, Leigh Kilpatrick, Dave Edwards and Leigh Paterson. The riders for the 1200km were John Laszczyk and Aldo Vella with Don Halton being the only one riding the 1000km.

This ride was registered by Alan to be part of the Links in the Chain Federation Ride and was also sanctioned to be a fund raiser for the Anti-Cancer Council of Victoria which Joy did a fantastic job organizing. Joy used her participation in the ride to raise a total of \$7700 with the support and generosity of family, friends, Middle Distance Bicycle Club members, Maroondah Credit Union members and local business people in the Croydon community.

By this stage you are probably wondering why 2001km? Well it all started with an ad appearing in the March 2000 edition of *Checkpoint* outlining a 2000km ride in Denmark, naturally enough in the year 2000. A certain Phil Grant had this notion (I think it was a nightmare actually) that it would be good if something similar was run in Australia in the year 2000 but due to circumstances it was not possible, hence the year 2001. So as to make things rhyme and sound neat one kilometre was added to the distance and so the ride became 2001km in 2001.

The ride started on a nice warm sunny afternoon with a 200km loop from the Bacchus Marsh Gliding Club. Things started off nice and easy at this stage as none of the riders had ridden further than 1200km so no-one really knew how things were going to go. Things went pretty smoothly to Werribee, Lara and down to Geelong where we stopped for a well earned feed at the customary Audax 24 hour café opposite Kardinia Park. From here we did a quick loop down through Torquay, Angelsea and back to Geelong with Joy having one puncture along the way and then it was back to the Gliding Club for a little sleep. Leigh Kilpatrick must have thought sleep was a good idea as about 600 metres from the finish he decided to take a short cut on a corner but ended up sprawled out amongst the dirt and dust and did not look a pretty sight the next day with bandages and bruises on different parts of his body.



As in the previous year somebody stole half the night and before I knew it, it was time to fall out of bed so as to be on the road by 5.30am. The long haul up the freeway from Bacchus Marsh through the Pentland Hills hadn't become any easier from the previous year. With 11 riders of different strengths and abilities we became quite strung out so it had been suggested beforehand by Captain Al to regroup at the top. On the way to Daylesford Aldo had another puncture so a few stopped to help while the others proceeded on to Daylesford. Here at the bakery we had our first coffee for the day. Also we had a chance for some very hungry riders to refuel their bodies, after Al had a puncture on the edge of town. After this it was onto Castlemaine and Maryborough with some nice views taken in while riding along a couple of ridge tops. At Maryborough 4 or 5 riders became a little anxious and headed off before the others arrived and weren't seen again until the evening stop at Warracknabeal. The rest of us had a good ride to Warracknabeal with the only hardship being some crosswinds between St Arnaud and Minyip.

After a good sleep of 5 hours, Sunday started at 5am with it being cool and very dark but nice and refreshing riding to Hopetoun. About 10k from town we were met by a local rider who ended up accompanying us through to Patchewollock. By Patchy the day had certainly started warming up and by the time we reached Walpeup after Aldo had another puncture at around midday it had become quite hot. It was good to see our support crew once again and stock up on some nice cold water with Joy and myself having a 10 minute snooze on the grass in the shade. Ouyen was our next stop which had good brewed coffee the previous year and it may have been the reason that Joy put in a small surge on an undulation a few km's out so I jumped on her wheel with Otto being a little bewildered by what was happening. Ouyen turned out to be a rather long stop due to slow service at the roadhouse but it at least gave those that wanted a sleep the opportunity to do so which was nearly everybody. Just as we were finally leaving Don went to get on his bike and realized the tyre was flat which was probably

caused by the hot conditions so it gave me a chance to sit down for a few more minutes.

The next stretch to Manangatang which was 57km seemed to drag on and it felt very hot with the terrain being so open and barren. On the next long stretch with the group rotating turns I had a chance to chat with Don about his experiences when he had raced bikes professionally and about my experience of last year when I did the Melbourne to Warrnambool road race. We finally arrived at Swan Hill at around 11.30pm with most people eager to stock up on Big Mac's at the Golden Arches except for Joy and myself who had some healthier food while sitting outside on the pavement. Before long the night had become cool so people started putting on more clothes and by 1am we were in Kerang after a long hot day where we were greeted by Val who had organized hot food for us all whilst Sue was tucked up in bed asleep after a long tiring day.

We left Kerang at 6am the next morning which I think was Monday and headed off for Boort, Serpentine and then down to Bridgewater. It was around this time where some people were starting to try all sorts of things such as different kinds of creams and potions right down to wearing two pairs of knicks so as to try and relieve the discomfort of having a tender backside. After Bridgewater we started striking some headwinds and at one stage had slowed to 16km which feels as though one could get off and walk faster. Dunnolly was reached at 6pm where we had a delicious counter meal before heading off into the night to Maryborough and then Creswick with headwinds still slowing us down. At Talbot with 35km to go before Creswick Al said he needed a sleep as he was falling asleep on his bike and wandering over the road. So he and Leigh decided they would have a 30 minute sleep under their space blankets and would catch us up as they would be fresh and would come storming home.

The other 9 riders headed off towards Creswick and after a short period of time became spread out over quite a few km with myself and Joy reaching Creswick around 1am on Tuesday morning. At this stage there were

quite a few tired cyclists with some deciding to have a power nap. John and Aldo the two 1200km riders and Don the 1000km rider decided to keep pushing on to Bacchus Marsh as they didn't want to miss the cut off time for their respective rides.

At this point Joy, Phil, Frank and I decided that we would have a few hours sleep providing that we could get a proper bed to sleep in as I knew I wouldn't be able to sleep in the cold 5 degrees celsius temperatures with just a space blanket. Val and Sue suggested we try the motel just down the road but we couldn't wake anybody so then we tried the local pub which was still open. While Phil was trying to explain our situation and try and come up with a good result, Frank in the meantime was stretched out on the pub floor asleep. With no luck here the four of us went back outside where we struck gold with Joy negotiating a deal with a local girl, for \$50 we got a hot shower, a hot drink and a bed so everybody was happy. After 3 hours sleep we left Creswick at 6am and headed off home to Bacchus Marsh which was reached at 9.30am thinking that

Al and Leigh would be there but were informed by Val they hadn't been seen since the early hours at Creswick. We learnt that John, Aldo and Don completed their respective rides successfully and Otto and Dave had headed off on their last 800km loop. I think this turned out to be a lonely ride for them as the other six 2001km riders never saw them again even though a few reports filtered back to us as to how they were going. Even though we had fallen behind our schedule we still had time up our sleeves so

we weren't too worried but Otto wanted to keep to the schedule as he had arranged a media interview in his home town of Rochester.

The four of us decided to shower, change clothes, have something to eat, and organize our gear for the 800km loop. It was certainly a great feeling to have completed 1200km still in pretty good shape while having had near perfect weather except for one small shower.

Just as we were about to leave Al and Leigh K arrived looking quite stuffed which also tends to make you feel better. They informed us that they hadn't really slept having spent a very cold night on the concrete floor in a public toilet after being evicted off the premises of the motel in Creswick when enquiring about a bed.

Joy, Phil, Frank & I left Bacchus Marsh in good spirits although a little tired and were greeted in Gisborne by Jeremy Christmas (Audax Rider) who ended up taking us to his

home and looking after us with food and drink. On the way I saw Val and informed her as to what we were doing and a short time later Al and Leigh joined us at Jeremy's house. Captain Al with his organizational skills still in tact put to our little group of six a revised schedule that would see us completing the ride in the allotted time and still enjoying it, so at around 3 p.m. it was off to Nagambie. In this stage we encountered some decent climbs but at least were rewarded with some nice views in the late afternoon sunshine as well as 75km/h descents which everyone seemed to enjoy immensely. In the meantime Val had been doing a great job re-organizing our accommodation and evening food as well as speaking to Ray Watt in Shepparton (Audax Rider) who much to our surprise came and met us along the road with hot drinks and biscuits in the early hours of Wednesday morning about 20km from our overnight stop. We finally reached Nagambie at 2am after what seemed an eternity from when we first started riding from Creswick at 6am that morning but at least we had the pleasure to finish under the light of a full moon.



Somehow the hours for sleeping seemed to be getting shorter with us having an average of about 4-5 hours per night and at 8am Wednesday we were on the road again riding towards Deniliquin which was about 325kms away. We had now virtually said goodbye to having to ride up hills and would now be on flat terrain for the next 1 1/2 days with this day going by without too much happening except for some riders at Nathalia having a 5 min lunch and 45 min sleep. While going through Numurka we were stopped, interviewed and had our picture taken by a journalist from the local paper who was amazed at the distance we had travelled and the huge amount of money that had been raised. Yarrowonga was reached just before dusk and a well earned counter meal was enjoyed by all before heading off to Deniliquin which was reached at 2.30am Thursday, oh for an early finish.

Thursday started at 8am in nice warm

sunshine with 270km to go and all downhill back to Bacchus Marsh. Approximately 10k from Rochester I started to notice a thumping feeling coming from my rear wheel and on inspection at Rochester found the tyre had a bulge in it. I replaced it with my spare tyre with a little help from Phil while Al and Leigh K went off to find the bakery and Joy and Frank had a snooze on the grass in front of the Oppy statue. At the start of the day we only had a 200km ride to Kyneton but ended up having to push things along so as to reach Heathcote by 8pm so we could get a meal at the pub and we still had 49km to go until we could have our last sleep of the trip. Shortly after leaving Heathcote we encountered some decent climbs again which I found was a good change after having spent so long on flat roads. At some stage during the night after coming to the top of a rise I noticed that everyone had stopped so I wondered what was happening and upon reaching them I found Leigh K was going to have a 15min sleep as he was really tired, so everybody did the same before finally reaching Kyneton at 1.30am Friday.

Once again the short time in bed felt good, we didn't have to get going until 8.30am the next morning, so for once I got to have a leisurely breakfast. With only 70km to the finish you could sense that everyone was confident that they would now complete this classic ride with a little time to spare. We had morning tea at the Trentham bakery before enjoying a fast downhill before Greendale.

We finally pedaled into Bacchus Marsh at midday to complete

what has to be one of the best Audax rides I have ridden. It was made this way firstly by the great pre-organization carried out, the support we had from Val and Sue along the way and the great company and camaraderie from the other riders especially Joy, Phil, Frank, Captain Al and Leigh K for the last 800km. Even though there were tough stretches we were still able to have a few laughs and enjoy ourselves throughout the journey.

Congratulations to every rider that completed their respective distances, and to those that have qualified for various awards. I'm sure everyone felt proud in their own way on what they had achieved on this ride.

There are some things in life you only do once and I think for the big majority of the eight people who did the 2001km this is one of them. Now for the best part, sit back, relax and have a few pancakes and coffee at the local café in Bacchus Marsh.

Westvic Wander

Grant Palmer

Saturday 6 October saw our annual 200 km ride (Westvic Wander) through some of the most picturesque country in Western Victoria. During the entire week preceding the ride the weather forecast gave what turned out to be an accurate forewarning that we were in for some appalling conditions.

We ended up with just four riders; three locals and one Audax rider. This was Hans Dusink who made the trip from Melbourne to participate in our ride and I thank him sincerely for making that effort. The others were Peter Baddeley, Grant Palmer and Alan Northey. This turnout was very disappointing considering the effort and time that goes into preparing a weekend of fully supported rides such as this, disappointing especially when members (particularly regional members) are constantly encouraged to organise new rides.

The ride is pretty well north for the first thirty kilometres where we had a brief secret checkpoint. At this stage it hadn't rained a lot so we were just wet, as apposed to drenched. Another ten kilometres into a pretty stiff head wind and we turned east at Merino (a tiny ghost town with very little future). This leg of the ride is through some spectacular undulating country with beautiful valleys carved out of the countryside by the Wannon and Glenelg rivers over the last few million years. On this particular day with a big cross wind, pelting rain and freezing cold, it was surely reminiscent of the period when the glaciers forced their way down the valleys to Bass Strait.

Arrived at the first major checkpoint at the Wannon Falls drenched and cold. The actual falls are most spectacular but the roar of cascading water couldn't be heard over the screech of the freezing wind, which defied every effort we made to avoid. Our support crew of Linda Dusink, Megan and Pam Palmer competed with these arctic conditions to provide us with hot drinks, food and hollow words of encouragement. The Government department responsible for highway parks had thoughtfully provided a shelter, which consisted of a roof and an electric B.B.Q. for drying bike gloves on. Drying gloves on an electric hot plate takes considerable vigilance on the part of the operator; I now have an exposed thumb.

From the Wannon we headed south. Just one more hill and then pretty much flat roads for the rest of the day. The road takes us through Branxholme, Byaduk and Macarthur to Mt Eccles. On this leg of the ride we encountered the strongest wind I have ever experienced on a bicycle, on two occasions Peter and his bike were actually blown off the road. The rest of us with white knuckles trying to hold our bikes steady. Mt Eccles is a dormant volcano in a

normally tranquil national park with a spectacular crater lake; Lake Surprise. Our support team had thoughtfully provided a little fire, and we huddled around this, drying out our gloves, our clothes and our spirits. Here we had hot food and drinks, and made minor repairs to Hans' bike. It was relatively pleasant here as the rim of the crater and the trees provided a bit of protection from the wind, which was lying in wait for us just outside the park.

After procrastinating for as long as we reasonably could we headed south with the wind, now westerly, belting us from the side. With thirty kilometres to go we turned abruptly west into the full force of the wind. This was a very very tough slog into a powerful head wind, which gusted stronger and stronger as we crawled towards Heywood. Not only did the wind strengthen but also it started once again to rain and it rained heavier and heavier as we ground our way back to the finish point at the Heywood post office.

I want to congratulate the other three riders; Hans, Peter and Alan, firstly for participating in this ride, and secondly for surviving, as this was a tough one.

Sunday morning at 9 am in steady rain the following riders turned up at the start point for the 100 km "Four Bays Foray"; Peter Humby who came over from Warrnambool to see what Audax is all about, Peter Baddeley who had survived yesterday's ride, Steve Crosley, Noel Gorey, Robyn Shehan, Neil Ellery and Grant Palmer, ALL local riders and only two Audax members!!

The rain eased throughout the day to become irregular squalls and the wind swung around pretty much to the south. We pushed into the wind most of the way to our checkpoint at Bridgewater beach where for a few minutes the sun came out and it was actually pleasant. Heaps to eat, heaps to drink and we sat around for as long as we reasonably could, savouring the moment! Headed off in the rain, generally north, up a locally famous hill called "the shuffler". We had the wind behind us as we travelled through farmland and state forest. This was a particularly appreciated by the two riders who had completed the Saturday ride. A roller coaster ride back to Heywood.

I have to say again how disappointingly patronized these rides are by Audax members, and if it wasn't for a few local riders we would have almost no one at all. We feel disinclined to bother with this ride in future, and instead will probably make it simply a spur of the moment event held on a date to suit the local riders.

Vale Mike Rossiter

Bill Redmond

Mike Rossiter passed away on August 30 doing one of the things he loved most; riding a long ride with a mate.

As a secondary teacher Mike's students responded to his enthusiasm and sense of adventure in outdoor programs.

He was well known as a loving husband, family man, and accomplished cook who gave total support to his wife and children.

He loved camping with his family in outback Australia as much as the stimulation of a wide range of challenging outdoor sports. Incongruously a good book beside the fire with a bottle of red was also a feature of his recreation.

Mike is vividly remembered as an accomplished sportsman who not only played district cricket but also rode competitively with the 'Southern Vets'.

He was a driving influence in the development of a local cohort of accomplished riders in Sale now known by their distinctive guernsey "The Early Morning Crew". Mike also organised the first Audax ride in this district.

His support for the local S.E.S. over the years has been appreciated by the community.

Mike was a mate to many and a character who has left a lasting influence on all our lives.

Vale Mike.

Mike Rossiter Memorial Ride

18 August 2002

100km
Unsupported

Heyfield, Victoria

Contact

Bill Redmond
(03) 5143 1172

ridingredmond@hotmail.com

Canola Canter

Ray Stenhouse

The day dawned clear and sunny with hardly a discernable breeze. A fantastic day for the Canola Canter. The only problem was that it was the day after the Canola Canter, not the day of the Canola Canter.

The day of the Canola Canter was not so pleasant. There was scattered showers and a roaring wind. Despite this 21 riders turned up to start the 100km ride at 7:30am together with the lone 200km entrant. The numbers in the 100 was only down by one on last year whereas the 200km participants had fallen from 10 the previous year. The riders came from Wagga Wagga, Leeton, Junee, Mangoplah, Canberra, Cooma and New Gisborne.

The riders rode out the Old Narrandera Road into the wind. It was a grind up Malebo Hill but from there to the Millwood Control it was downhill generally but still with the cyclists pointed directly into that wind. Just to make life interesting it rained on and off. Due to the conditions the group had splintered reasonably quickly as riders tried to find a pace that they were happy with. The cakes, biscuits and lollies provided at Millwood were a welcome energy source.

After Millwood the route turns right to Coolamon. The road is undulating and overall uphill. The wind was now at the side and quite strong at times with gusts making remaining upright on the bike a test. Again the rain came and went just so you didn't get too comfortable.

From Coolamon the wind was at last behind the riders which pushed them to the next Control at Marrar. There the General Storekeeper verified the brevets as the riders contemplated the final leg back into the wind to Wagga Wagga. The rain had not finished and visited the riders several more times.

The wind certainly was challenging as were the hills just out of Marrar in the conditions.

Of the 21 starters in the 100km event 20 finished with times ranging from 4 hours 9 minutes to 5 hours 11 minutes. The lone 200km rider reached the 100km mark in 4 hours 28 minutes. Peter Dixon restocked the energy

There are some big lumps in the ground between Wagga Wagga and Wantabadgery

levels and then remounted his trusty bike for the next 100km. The wind this time was his friend, at least until he got to the control at Wantabadgery. There are some big lumps in the ground between Wagga Wagga and Wantabadgery. However, with the wind at his back Peter sailed out there. From there Peter had to ride to Junee with the wind at his side before heading back to Wagga Wagga, this time with the wind right in his face again.

Peter endured a secret control at Harefield, approximately 10km out of Junee towards Wagga Wagga, and was feeling pretty good. After a few minute's rest inflicted on him by the organiser Peter continued on his way into Wagga Wagga finishing in a very respectable 9 hours 38 minutes.

The 50km riders fronted up to start at 8:30am. This year saw 10 riders take on the conditions, four down on the previous year. The field consisted mainly of local riders with a few visitors from Leeton. They followed the same route out to Millwood as did the 100km and 200km riders before them. There they had their brevets stamped, grabbed a handful or two of the cakes, biscuits or lollies before returning the same way they had come out. It was a hard slog to Millwood but the wind was at their backs for the return journey. Fastest time was 1 hour 56 minutes and the last rider home registered 3 hours 4 minutes.

All in all, despite the weather's best efforts, the 2001 Canola Canter was a success. Several of the visitors are keen to come back next year which is always pleasing to hear. With PBP preparations beginning the 200km event may get more starters next year but time will tell. Mark October 13 down for next year's Canola Canter. The crew at Bicycle Wagga Wagga would be pleased to see you.

Luxury Holiday Rental Halls Gap, Victoria

“Kangaroo Gully”

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Alpine Classic 2002

It's not too late to volunteer for the Alpine Classic 2002. If you can spare some time, the organising committee can find a job for you!

A 100km supported ride will be run on Saturday 26 Jan for volunteers. To register your interest and find out more about our Volunteers Package please contact alpine@audax.org.au or phone 03 9786 9807.

Limited season

Sydney to Canberra

www.audax.org.au/raids

\$16

Green and Gold Challenge

John Bennett

On Sunday, 9 September, 52 riders took part in the annual Green and Gold Challenge held at Kyneton, Victoria. This ride is held as part of the annual Kyneton daffodil festival.

For a number of riders this was either their first 50 or 100 km ride. Our congratulations to these participants on completing their ride and we look forward to seeing them at future Audax events.

Twenty two riders completed the 50 km ride with 30 riders going around again to complete 100 km.

Although it was quite a windy day, there was no rain. The ride was in the area to the North East of Kyneton and passed through very green, picturesque, undulating farming country. A couple of very testing hills added character to the ride and made sure it lived up to its title of the Green and Gold Challenge.

There was some confusion about the correct road to take early into the ride with some riders subsequently choosing to go across country to the correct road rather than backtrack to the

correct turn-off. This got the ride off to a good relaxed start with everyone seeming to enjoy the confusion.

As per normal Phillip and Susan Don provided plenty of food at the checkpoints and end of the ride. Thanks to Bill Grant for looking after the 27km checkpoint for the whole day and to Keith Chatfield for keeping the barbecue going in the windy conditions at Kyneton.

A lot of people complemented Phil and Susan on the delicious fat free fruitcake, which was in plentiful supply throughout the day. So we can all enjoy this at our convenience, Susan has kindly supplied the recipe.

I am sure all riders would like to thank Phillip and Susan Don for their efforts in making the 2001 Green and Gold Challenge such a great success.

Recipe for the Fat Free Fruitcake

Ingredients

- . One and a half cups of mashed pumpkin [no butter to be added].
- . 500 grams of mixed fruit.
- . One cup of water.
- . One cup of wholemeal self-raising flour.
- . One cup of wholemeal plain flour
- . One teaspoon of bicarbonate of soda.

Procedure

- . Preheat the oven to 180 deg. C
- . Lightly grease a ring or log baking tin.
- . Put the mixed fruit and water in a small pot and bring to boil
- . Allow fruit to cool.
- . Place cooled fruit, mashed pumpkin and flours into a mixing bowl and mix/combine evenly.
- . Spoon or pour mix into a greased tin.
- . Bake for 45 to 50 minutes

Note: A microwave oven can be used. In this case cook for 22 minutes @ 70% power.

Visiting the Rellies

Peter Martin

100km/200km

(look for the 'King Parrot Ride' in 2002*)

Saturday 8 Sept 2001

Macleod Station -The 200km start. Surprisingly dry in spite of the forecast of 'showers becoming more frequent'. After a quick light check riders depart in a moment of sunshine at 7:00am.

The Humevale Road Forest Climb -Relief from the Nth West wind. The 8km climb is debris littered from the prior night's stormy weather.

Kinglake West Control -The 100km start. It's now cold, wet and windy and I'd bet that the thought of abandonment sneaks across the minds of some. The 2 x 100km riders start off at 9:00am just 3 minutes ahead of the first 200km rider arrivals.

Flowerdale/Kerrisdale - The wind buffets riders savagely and the first of the magpies claim the pecking order.

Which is worse? Hail in the face downhill or hail and rain uphill?

Yea Control - Half House for all. The stresses of the weather is evident in some but a tail/cross wind return beckons.

Junction Hill -A few make it over the top before the hail starts. But which is worse? Hail in the face downhill or hail and rain uphill?

Kinglake West Control - The 100km finish. Congratulations to Bob Bednarz and Neil Croker. Thanks Bob for accepting the 100km alternative to helpout by returning to Macleod in time to pick up the early 200km arrival brevets.

Macleod Station -The 200km finish. Eight had started, ('eight brave souls' they were cited as at the start!) and eight finished. Well done. Congratulations to Jenny Byrnes, Richard Cormick, Pat Dorey (Zentner), Michael Gass, Martin Haynes, Eric Jones, Eddy Lambden and Kevin Russell.

Ride Rename -I've never found out who the 'rellies' are. If someone knows please tell me! So that next year I can put an end to queries which I can't answer, the ride will have the new name of the 'King Parrot ride' to reference the King Parrot Creek which the ride route in part follows.

Postscript - Eddy timed his finish well (inspite of the sleeping Ride Organiser!) to stop his car from being carted away as a result of an outdated stolen car report made by Eddy three months ago!

***Footnote (by Noel Cranswick)**

The Rellies are "The Three Sisters" - hills that you ride past on your way out to Kerrisdale.

Please don't change the title!

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Sore eyes, prescription glasses and contact lenses. What's the solution when riding? Members saw it this way...

Hello everybody

I have always worn standard prescription glasses when cycling but I have ended up with sore eyes a couple of times recently, particularly in dry dusty weather (which has been pretty much all this year in Townsville).

Any other prescription glasses wearers out there who have had good or bad experiences with other forms of glasses such as the wraparounds with prescription inserts?

If so what have you tried and where did you get it etc?

Regards

Bill Doherty

All,

Just to add my 2 cents, I have numerous problems with a number of glasses, whilst riding with contact lenses. Despite good levels of shielding, my lenses would frequently dry out and then fall out.

I have since settled on some Rudy Project Pycoon frames, which have provision for a prescription set of glasses to be inserted behind the the lenses of the sunglasses. The result has been beyond my expectations!

I am happy to give anyone a reference to my optometrist who helped me with this.

David Larsen

There is an article on this in the current Bicycling Australia magazine.

Personally I have had a pair of Oakley (frog-something?). Vision, comfort and eye dryness have been very good. Frame breakage (twice) and fogging have been a problem. I suspect the breakage was due to the prescription lens being fractionally too big.

I now have a pair of Dirty Dogs to try to stop the fogging as they sit a little further from the face. In practice they are much heavier, slip, and still get fogged (but clear much quicker). They also allow eye drying.

There is a frame from Bolle that have a small vent near the hinges. They and a number of the other wrap-arounds hit my eyelashes which I found annoying and left marks in the line of sight.

David Horton

Yes, I have a pair of UVEX prescription safety glasses. I actually have not purchased expensive cycling glasses figuring that safety glasses designed to withstand particles from machinery or a mower suffice for the road. Many off the shelf glasses for \$10 also have a UV rating as people wear them outdoors for mowing, brushcutting etc. I had the UVEX safety glasses made up by an optometrist (Well.... of course).

Paul Zanatta

I had worn glasses for years and was always frustrated about the difficulty in getting decent sunglasses. I'd tried the prescription glasses which went dark in sunlight, but, at that time, the lenses were glass and kept slipping down my nose. The alternatives were "clip-ons" or those things which fit over the normal specs and look like fly's eyes.

I read about the Rudy Project sunglasses which had a second, inner frame for prescription lenses in the Australian cycling press in 1997. Of course, none of my local bike shops or optometrists had even heard of Rudy Project. One of the optometrists knew what I was talking about and showed me a pair of Italian sunglasses which had what I wanted. I had the prescription lenses fitted and they were fine.

Unfortunately they were destroyed when I was hit by a truck. When I tried to get a replacement pair, it turned out that they were "run-out" stock and not available. After a lot of messing about the optometrist came up with a pair of Reebok sunglasses which could be fitted with supplementary prescription lenses. I purchased these. They were not as good as the first ones. The main problem was the rubber nose bridge which would remain on my nose when I took the sunnies off. It was very difficult to get replacement nose pieces. The lesson here is not to buy sunglasses made by clothing manufacturers, get those made by sunglasses manufacturers.

I struggled with the Reeboks until the great, liberating day when I was converted to contact lenses and I could buy a pair of normal sunnies. I have some wrap-around Sunski glasses with interchangeable grey, yellow and clear lenses which I bought on special for \$10 in Wheels in Motion in Geelong and a pair of wrap-around Bollés and both pairs are fine. No problems with losing contact lenses.

I think the concept of the wrap-arounds with prescription inserts is fine, if you can get good ones, like Rudy Project, but they seem to be as rare as hens' teeth.

Nicholas Clarke



CHAT

The information on this Chat page has appeared on the Audax email chat-list and is published for the benefit of members without email access.

I use a pair of Bolle Vigilante wrap-rounds, which have the prescription inserted in a separate frame behind the sunglasses section.

This has worked well for me. Another advantage with this model is that you can easily change the tint colour of the sunglasses. I have 4 tints, clear, yellow, amber and mirrored. Came as a boxed set from the Bolle clearance shop in Surfers Paradise, with the local OPSM making up the prescription lens after I bought the holder as an optional extra. Should be in the Bolle catalogue.

Peter Stoneman

Thanks to all those who responded to my request for information some time ago. There were quite a variety of solutions offered such as contact lenses and ordinary wrap around sunnies. There are some issues with contact lenses drying out so it seems that contact lenses alone is not really an option.

I eventually went with prescription transition lenses in a sunglass frame. As others have mentioned the trick is to find a wrap around frame which doesn't have much curvature in the lens as more curvature will result in more distortion in the peripheral vision. When I first put them on this was noticeable and disconcerting but I think the problems were also partly due to the slightly different prescription in these new glasses. Anyway my eyes seemed to get used to it and the new glasses are much better to ride in than the old ones.

Bill Doherty

Preparing for Paris-Brest-Paris 2003

Part Two **Bob Bednarz** continues his presentation of the 1999 Survey Results.

Question 16: What type of bicycle did you ride?

Bicycle Type	Count	Percent
Aluminum Racer	1	2.6
Apollo Tandem	2	5.3
Avanti Road	1	2.6
Bianchi*	1	2.6
Cannondale	1	2.6
Cannondale R600	1	2.6
Cannondale Touring	2	5.3
Cecil Walker Custom	4	10
CFR_Road	1	2.6
Colnago	2	5.3
Conder Touring (UK)	1	2.6
Custom 853	1	2.6
Custom	2	5.3
Custom Racer	1	2.6
Custom Road	1	2.6
Custom Steel	1	2.6
Custom Tandem	2	5.3
Custom Touring	4	10
Giant CFR	1	2.6
Giant Solo	1	2.6
Italian Racer	1	2.6
Look Carbon Fiber	1	2.6
Made_up (2nd hand)	1	2.6
Merlin Titanium	1	2.6
MTB	1	2.6
Raleigh Touring	1	2.6
Trek Hybred	1	2.6
Trek Road	1	2.6

* Bianchi purchased in Versailles before ride start after old Ricardo frame broke at head stem.

Question 17: What type of carry bag or bags did you mount on your machine?

Bag Type	Count	Percent
Rack Bag	23	57
None	5	12
Pannier	5	10
Large Saddle mounted	1	2.6
Seat Post	1	2.6
Pannier + Saddle	1	2.6
Handlebar	1	2.6
Bum_Only	2	5
Backpack only	1	2.6

Many riders also carried small tool bags mounted on their bike.

Question 18a: What lighting did you use?

Main Lights	Count	Percent
2xCateye Daylight	10	26
2xMicro Cateye	8	20
Cateye Daylight	3	8
Vistalite	3	8
Micro Cateye	2	5
Union HS3	2	5
Unspecified Battery	2	5
Unspecified Cateye	2	5
Unspecified Dynamo Light	2	5.3
2xMicrolite	1	2.6
6V 2.4W Halogen Dynamo Light	1	2.6
French Supermarket Light	1	2.6
HS3 Lamp	1	2.6
Union Frondenberg	1	2.6

The French supermarket light was deemed to be "Really Crappy." Another rider reported a halogen light globe kept getting loose and cutting out.

Question 18b: If you used batteries, what type were they?

Main Energy Source	Count	Percent
2x6V 4AH Bat	1	2.6
2xAA Bat	1	2.6
2xC Bat	1	2.6
2xRechargable Bat	2	5
3xRechargable Bat	1	2.6
4xAA Bat	1	2.6
4xC+4xD Bat	1	2.6
4xD Bat	1	2.6
4xD+4xAA Bat	1	2.6
5xD Bat	1	2.6
5xD_Energiser Bat	1	2.6
6.5 AH SLA + Dynamo	2	5
AA Bat	2	5
Alk Bat + Regulator	1	2.6
Battery	1	2.6
Cateye NC200	2	2.6
Duracell Bat	3	8
Duracell Lantern Bat	1	2.6
Dynamo	3	8
French Lantern Bat	1	2.6
Lithium Bat	4	10
Ni Cad Bat Pak	1	2.6
NightPro 14 hour Bat	1	2.6
Rechargable + 6V Bat	1	2.6
Sealed Lead Acid Bat	1	2.6

1999 Survey Results

Question 18c: Backup lights used?

Backup light	Count	Percent
Micro Cateye	7	18
Dynamo	6	15
Cateye	2	5
Cateye Halogen	2	5
Small Lamp	1	2.6
Lumotech (Dynamo)	1	2.6
Missing	20	51

Question 18d: Helmet light used?

Brand	Count	Percent
Cateye	2	5
Petzel	2	5
Niterider	1	2.6
Helmet	1	2.6
Vortec	1	2.6
Missing	32	82

Question 19: How long did you sleep on the day of the start but before the ride?

$x = \text{hours slept}$	Count	Percent
$x = 0$	13	34
$0 < x \leq 2$	12	32
$2 < x \leq 4$	5	12
$4 < x \leq 6$	4	10
$6 < x \leq 8$	4	10
$14 < x \leq 16$	1	2.6

The average sleep was 2.6 hours.

Question 20a: How much sleep did you have during the event?

Hours Slept = x	Count	Percent
$x \leq 2$	3	8
$2 < x \leq 4$	3	8
$4 < x \leq 6$	13	34
$6 < x \leq 8$	9	24
$8 < x \leq 10$	3	8
$10 < x$	7	18
Missing	1	2.6

The minimum sleep time was 30 minutes.

The maximum was 20 hours.

The average was 8 hours.

Question 20 b: Where did you sleep?

Response	Count	Percent
Controls	31	80
Controls and roadside	2	5
Controls and Garage	1	2.5
Everywhere	1	2.5
Loudeac + 20 km	1	2.5
Loudeac Hotel and Pavement	1	2.5
Missing	2	5

The Loudeac control was very congested, with many riders sleeping there on the grass.

Question 21a: Did you attempt power-nap?

Yes, No, or Number of Times	Count	Percent
No or 0	13	33
Yes	7	18
1	7	18
2	5	13
3	2	5
4	2	5
8	1	2.6
At all Controls	1	2.6
Missing	1	2.6

Question 21b: Were you successful?

Response	Count	Percent
Yes	21	54
No	14	36
Sometimes	2	5
Missing	2	5

Question 22a: How long did you power nap for?

Minutes	Count	Percent
5	1	2.6
10	6	15
15	6	15
20	2	5
23	1	2.6
25	1	2.6
30	4	10
35	1	2.6
60	3	8
Missing	14	36

The average was 23 minutes.

1999 Survey Results

Question 22b: Did you need assistance to wake up from power nap ?

Response	Count	Percent
No	15	38
Yes	10	26
Missing	14	36

Question 23: Did you ride the "Prologue"?

Response	Count	Percent
No	27	69
Yes	9	23
Half	1	2.6
Missing	2	5

Question 24: How far did you ride before taking your first sleep?

$x = \text{kilometres}$	Count	Percent
200 $<x \leq 300$	1	2.6
300 $<x \leq 400$	2	5
400 $<x \leq 500$	29	74
500 $<x \leq 600$	2	5
600 $<x \leq 700$	1	2.6
700 $<x \leq 800$	1	2.6
800 $<x \leq 900$	1	2.6
Missing	2	5

The minimum distance was 300 km.

The max distance was 850 km.

The average was 467 km.

Question 25: What special diet did you have before the ride?

Response	Count	Percent
No special diet	23	59
Carbohydrate	13	33
VIG & Iron Tablets	2	5
Herbalife Sports Pgm	1	3

Question 26: What type of food did you eat during the ride?

Response	Count	Percent
Carbohydrates	21	54
Full Variety	15	38
Soup & Potatoes	1	3
Carbohydrates & Chicken	2	5

Question 27: Did you use a drink additive? What special drink/food substitute did you use?

Drink Additive	Count	Percent
Water only	12	31
Gatorade	7	18
Overstim	5	13
Isoport	3	8
Maxim	3	8
Exceed Endura & Optimizer	1	2.5
Energy Replacement	1	2.5
Perf Adv Carb No 1*	1	2.5
Poweraid	1	2.5
Staminad	1	2.5
Isosport	1	2.5
Tonic Water	1	2.5
20 Leppens	1	2.5
Leppen + Drink Powder	1	2.5

*Performance Advantage Carbohydrate No. 1

4 of 5 users would not buy (French) Overstim again, but would bring supply from Australia

Question 28: Did you ride with someone you knew?

Response	Count	Percent
Sometimes	14	36
Yes	13	33
No	12	31

Question 29: Did you only eat at feed stations (Controls)? If not what was your feeding arrangements?

Response	Count	Percent
Yes	26	67
No	12	31
Fully Supported	1	2

Most reported additional pocket food such as Powerbars, Leppens, bananas, muesli etc.

Some stopped at shops, bakeries, cafes, roadside and hospitality stands, whenever and wherever.

Part 3 of the survey can be found in the next edition of *Checkpoint*.

1999 Survey Results

FAREWELL TO OUR PATRON

The Patron of Audax Australia, **Lady Mavys Patterson Opperman**, passed away in her sleep on October 15, 2001, just 5 days short of her 94th birthday. She was farewelled in a small service in Melbourne on October 18, with her family, friends and representatives of clubs, organizations and charities with which she was associated present.

Lady Opperman had a long association with cycling, supporting Oppy in his many records and races around the world, including Paris Brest Paris. She kindly agreed to take over the role of patron of Audax after his death in 1996, and despite her age and failing health, always did her best to meet the Club's requests with good humour and patience, enquiring about remembered Club members and activities, signing certificates and offering support. She enjoyed the flowers the Club sent her annually in honour of the Fleche Opperman and never failed to telephone in the days afterwards to express her thanks and enquire about the ride. Lady Mavys was the last link many have with this part of cycling and Australian history. She was a gracious and lovely lady and those of us

who had the privilege to meet and spend time with her will remember her gentle and thoughtful manner.

I remember seeing Oppy and Lady Mavys in Paris during the Centenary celebrations of PBP in 1991. Despite, as I know now, speaking limited French, she was obviously enjoying her visit, and was, like Oppy, adored by the French. They were the centre of attention, quite upstaging the then Mayor of Paris, Jacques Chirac! The following year PBP participants were lucky enough to have Oppy and

Lady Mavys present their medals, and both had encouraging words for all cyclists, endured numerous photo opportunities and signed medals with amusement and patience. The commemorative day in Rochester provided many with another chance to chat with them both, but since then Lady

Mavys's health problems have limited her active involvement in many events. Last year she spent two afternoons of their visit to Melbourne with Bob and Suzanne Lepertel of Audax Club Parisian, who have been her friends for over 30 years, and although the conversation involved lots of 'loose translations' it was a great time, full of reminiscence and laughter. Realising that they would probably never see each other again, the departure was a sad time, but the time spent together invaluable, as Bob commented.

I, personally, am disappointed that the Audax Club of Australia did not acknowledge the death of our Patron in any formal manner. We did not send flowers or place a notice in the paper

and only two of the Club's members attended the funeral. It has made me wonder what importance we place on having a Club Patron, and the role they have in our organisation. While we were prepared to make demands, however occasional, we did not acknowledge any reciprocal responsibility at a time when her family would have benefited from support. In contrast, the town of Rochester was represented by 5 of the hardworking team who have made the statue and museum such a success. I would like to think that in lasting tribute to the Oppermans and their contribution to endurance cycling and Audax, the Club will consider a contribution to the planned upgrading of the museum where many of the historical items bequeathed by Lady Mavys will be displayed.

The contributions and inspiration made by both Sir Hubert and Lady Mavys Opperman will long be remembered and appreciated by cyclists around the world.

Sue Taylor



How to ride 200km

Tanya Bosch

So you've completed 100km - Congratulations! Now for the 200.

What is the difference in training for the two hundred compared to the one hundred?

The main difference is the increase in volume i.e. hours in the saddle. To cope with this, I suggest planning for a second long ride of three hours or more in the week. If you can cope with doing these long rides two days in a row then do so as that will prepare you for the longer rides down the track. Plan to complete some Audax rides preferably once every four to six weeks. This will give you practice at "the real thing" and will be your ultra long ride for the cycle.

Do I just keep increasing the number of hours?

No, sometime you will need a recovery couple of weeks before you start building again. If you are a novice to this distance stuff and you have been slowly building your volume for eighteen weeks as suggested you may be feeling tired and stale. If so, take a couple of weeks off by doing other sports you are interested in or riding the MTB or going riding with friends who are not as fit as you etc. Then when you are ready repeat weeks 13 -18 and keep building from there. Week 13 started with 7 hours total with a 3 hour long ride building up to 11 hours total with a 5 hour ride in week 17.

Apologies for my incorrect maths in the previous article.

How do I know if I am over training?

What is over training for one might be easy training for another. Everyone is different so keep a training diary and record your waking heart rate, your weight and the amount and quality of sleep. If your heart rate goes up by more than five your training should be easier and if it goes up by more than eight have a rest day. The over training pattern is increased heart rate, decreased weight, decreased sleep and decrease in motivation. Record everything you can in your diary. It is an important tool.

What about my long rides, who should I ride with?

Try and find a training partner or two that don't mind riding at your pace. Going with the local training bunch usually doesn't work as you might end up working too hard for an endurance ride. By all means go with them during the week for a short harder ride but not for your long rides.



The Audax time limit for a 200km brevet is 13 hours 30 minutes.



Photo by Ernie Smith

What should I be eating?

A low fat high carbohydrate diet with moderate protein. The amount of carbohydrates needed in ultra endurance exercise is 8 - 10g per kg of body weight.

The latest findings indicate that it is ultra endurance athletes that need the protein, not the body builders. So eat about 1.5 - 2g protein per kg body weight. A useful resource to have at home is a carbohydrate counter which includes lots of other counters in a little book that you can buy at the chemist. Some examples of 30g carbohydrate are: 2 slices bread, 1 cup fruit salad, 3 Weetbix, 1 cup pasta or 3/4 cup of rice.

Obviously on the long rides food has to be consumed along the way and it a matter of trying out different foods and electrolyte drinks to see what suits you. Don't leave it until the important Audax ride you are aiming for!

Entries close
28 February 2002

Paris - Brest - Paris 2003

Design a Jersey Competition

Submit a design for the 2003 Paris-Brest-Paris Australian jersey and you could win a free jersey with your design on it. Entry is open to all current members of the club.

Send your entries with your name, address and membership number to:
Audax Australia - PBP Competition
PO Box 12144, A'Beckett St
Melbourne VIC 8006

The winner's name and design will be published in Checkpoint. A sketch clearly showing the front, rear and side panels is required. Also indicate any colours on the jersey design.

Authorised by Hans Dusink, President

Regional News

Canberra/ACT

The following rides were received too late for inclusion in the National Calendar. Any changes will be posted on the Audax website at www.audax.org.au.

For all rides contact Jon Gowland on 02 6291 5495 or email doittoday@bigpond.com

Bring yer Tuckabag

Sunday 17 February 2002 - Canberra, ACT
300km - Road - Unsupported

O'er the Hills 'n' Everywhere

Saturday 16 March 2002 - Canberra, ACT
600km - Road - Unsupported

Tracks in the Snow

Saturday 25 May 2002 - Canberra, ACT
400km - Road - Unsupported

To the Waters Edge

Sunday 23 June 2002 - Canberra, ACT
50km - Road - Unsupported

By the "C"

Sunday 21 July 2002 - Canberra, ACT
100km - Road - Unsupported

Crossing Frontiers

Sunday 1 September 2002 - Canberra, ACT
200km - Road - Unsupported

Sapphire Shimmy

Tuesday 15 October 2002 - Canberra, ACT
1200km - Road - Unsupported

Melbourne

Rodney Snibson

At the last social club meeting, the guest speaker Jenny Caldwell, physiotherapist and cyclist demonstrated a series of exercises to loosen the pedaling muscles in the legs. She showed with a shank and a leg of lamb how tough the hamstrings were and why it was important to loosen the muscles. A few of her clients were present.

Bike Victoria has sold 19 O'Connell St and are leaving the premises at the end of 2001. The Melbourne Region is looking for another place to hold its social nights and to store regional equipment. The Ride Kits will be located in the regions where organisers can access the kits.

The last social club meeting at BV House for 2000 takes place on the 27 November. The first social night for 2002 on 26 March will be the presentation of Audax awards.

The Great Southern Randonnee suffered terrible weather according to one of the organisers, Peter Moore. He said the nine riders who finished the event were cheerful in spite of the buffeting from the gale force winds and rains. The Great Southern went through the Bellarine Peninsula, the Great Ocean Rd and the Grampians.

The planning for the Audax Alpine Classic continues. The AAC has eight worthy sponsors for the 2002 event - Alpine Region Tourism, Assos, Avanti, Christies, Coach House Travel, Continental, Cycling

Promotion Fund, and Velocity. A brochure has been produced and distributed during the recent Trade Bike Show in Sydney. Advertisements have been placed in Australian Cyclist, Bicycling Australia and its sister publication the annual Bicycling Buyers Guide, and BV News. The Alpine website is running. The Audax Alpine needs volunteers for the big event; please contact Alan Tonkin [alantonkin@optushome.com.au] or Rodney Snibson [rsnibson@melbpc.org.au]. One of the AAC organisers Phil Bellette was grounded in the Americas during the September 11 bombings.

Looking over the 2002 Rides Calendar, Grant and Pam Palmer offer a variety of supported rides through Western Victoria on the 9-10 March 2002. The rides include the Southern 600, the Macarthur 400, the Border Crossing 300, Western Warm Up (50km), Rifledowns 100 and Digby Delight (200 km). Contact Pam or Grant on 03 5527 1542 to book a ride.

The traditional Christmas Glow Worms Ride was on 8 December 2001 and was supported. The options were 100 km and 200 km.

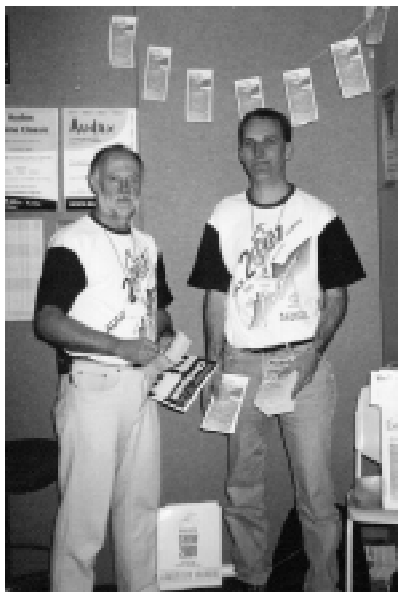
The Melbourne Region likes to wish all members a Happy Christmas and New Year.

Sydney/Illawarra

Members from the Sydney and Illawarra region staffed the Audax Australia stand at the Bicycling Australia Show. The Show attracted thousands of visitors.

Many who stopped to chat had heard of Audax; nearly all knew of the Alpine Classic. Three prizes of free entry to the Classic were drawn on the day. The winners were notified by mail.

Ready for the crowds: Sydney members Geoff Bray and Patrick van Dyk at the Show. Also assisting on the day were Illawarra members Henry Boardman and Greg Lansom, and Sydney members Malcolm Rogers and Chris Walsh.



Bicycling Australia SHOW





Snibson on websites

Eyewear is an important piece of equipment that most Audax riders carry. Riders ride into the rising sun, through the glare of mid-day, through the twilight of dusk and the darkness of night.

Spectacles protect our eyes from UV rays, glare, dust and insects. Inappropriate eyewear can be hot, heavy and dangerous. In an accident, glass lenses can splinter and puncture our eyes.

As we age, our eyesight begins to fail. We have an increasing need to wear prescription glasses. There is increasing demand to provide fashionable sunglasses that can hold prescription glasses. Companies like Bolle and Rudy Project provide sunglasses to meet these needs. Recently on the Audax Chat List, there has been discussion on sunglasses and prescription glasses.

Rudy Project (www.rudyproject.com.au) is a company that designs and manufactures sunglasses and goggles. These Italian glasses are imported into Australia by Continental Oceania, a sponsor of the Audax Alpine Classic. Rudy Barbazza, an Italian designer of sunglasses, founded Rudy Project in 1985. He has sponsored and supported athletes at every level of competition. Rudy Project products have been worn by many champion cyclists including Bernard Hinault, Miguel Indurain, Jan Ullrich, Erik Zabel, Claudio Chiappucci, Abraham Olano, Michellie Jones, Spencer Smith and many others.

The website is easy to access. Navigation is easy, though there are several links that are broken. Visitors can select 'Rudy Profile', 'Rudy in the News', and 'Rudy Links'. The menu options are eyewear, athletes, goggles, technology, contact us, rx & optical and dealers. In the eyewear page, click on a product name and the sunglasses appear. The website has a black background that allows the images of products to appear dramatic. The colours of the lenses are displayed in the image. Select a new product and an error message appears.

The website has a dealer location tool. This is useful since subscribers to the Audax Chat line have had trouble finding a dealer. By clicking on location and choosing your state, an array of dealers appears. The Victorian dealers include bike shops, eyewear shops and golf shops. The urban areas of Melbourne and Ballarat are covered, though rural Victoria is neglected.

If you are in the marketplace looking for fashionable and comfortable eyewear, www.rudyproject.com.au is worth a look.

Would you like a website reviewed?

Send your request to:

checkpoint@audax.org.au

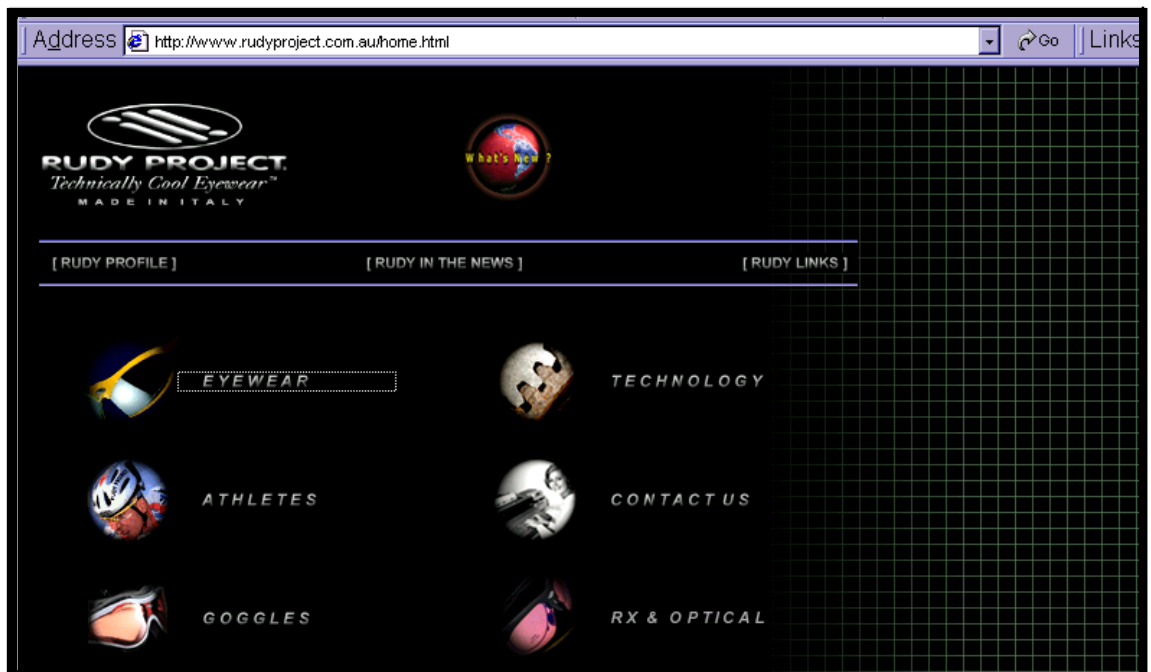
or

Checkpoint Editor

PO Box 12144

A'Beckett St

Melbourne VIC 8006



The black background makes the Rudy Project products stand out well on a computer screen. Check out www.rudyproject.com.au for a better view.

The author, Rodney Snibson, has reviewed this website independently and has no commercial or other involvement with Rudy Project.

Member Profile

Dave Cunnyngame

A twenty-six year old Electrician from Wollongong, New South Wales, shares his cycling experiences and triumphs with members.

How many years have you been riding a bike?

My father got me involved in racing when I was about 10 years old. I lasted about 2 years due to a lack of motivation from the Club. Even though I stopped racing, I have still kept on riding socially with my father to this date.

You did PBP in 1999. What did you think of it?

It was one of the most satisfying things that I have ever done. I was very happy with the ride. All the people, and all with the one common goal. The roads and the scenery were great too.

Tell us a bit about your training for PBP in 1999.

For inspiration, it was great going to the meetings before PBP in Sydney. It was very helpful to hear from other riders that had previously done the ride. I got great tips by just talking to Don Watson, a finisher in 1995. He gave me the idea of doing 400km training rides, starting at 9pm. I did our club ride, the Gunning Gallop, once every fortnight, six times, in the lead up to PBP. I learnt a lot by doing these rides by myself, as far as eating and drinking goes. I would do the same for the next PBP.

Will you be at PBP in 2003?

Yes, I will be doing it as I will still be single!

Have you done any other rides over 600km?

Yes. I finished a tough 1000km ride from Wollongong to Parkes organised by Henry Boardman. On that ride I realised it's also good to have a strong upper body as well. Four of us started and four of us finished.

I did our 400km club ride, the Gunning Gallop, once every fortnight, six times, in the lead up to PBP.



You've had some knee problems over the last few years. Tell us a bit about it and how it has affected your cycling.

Initially I had a lump on the back of my knee. I started feeling it just before PBP. At the time I had no problems with riding nor did I have any pain, so I did not worry about it. Around March or April last year the lump got bigger and the Dencorub I was using did not work for

pain relief any more. I consulted with a Professor Cummings in Sydney. He advised me that the lump was a tumour, luckily it was benign. However, the location of where it was growing was bending my leg and it would have to be removed.

Consequently, I spent 10 days in hospital in June 2000 where the tumour was removed and my leg was straightened. I was on crutches for 10 weeks and underwent 6 months of physiotherapy. In October, I went to have the plates removed, which also meant that I was off the bike for a month. The operation was a success and it has not affected my riding.

You're surrounded by hills where you live. Do you mind climbing every time you go for a long ride?

No not really, it helps me keep my mind on the Alpine Classic and keeps my strength work up. The best thing is I always get to come back down the hills!

What's the highlight of your Audax year? What makes it special?

After the operation last year, just finishing the Fleche Opperman was the highlight. Henry Boardman put a lot of work into its organisation as it was our regions first year in hosting the finish. I was riding with 3 other riders and they seemed to be doing it so much easier.

Any pet hates about cycling/Audax?

I don't like it when I'm not riding and therefore losing fitness. Also I have a dislike for head winds.

What other interests do you have?

I keep busy as an Electrician at our local Steel Works.

I also do a lot of work in my local church in different Ministeries. Much of my time is taken up as a Christian Youth Group Leader looking after Youth between the age of 13 -15 years. My roll is to work with other leaders in doing programs and writing talks. I find this very challenging and rewarding. Audax riding is great for this as it keeps me fit so I can keep up with the youth.

Nominations for **Member Profile** are now being taken. Nominate yourself, or better still, nominate a friend! Contact the Editor at checkpoint@audax.org.au or by post at Checkpoint Editor, PO Box 12144, A'Beckett St, Melbourne VIC 8006.

The Body Bag Product Review

Phil Bellette

The moment I saw the baggage handler carrying both our bikes at Montreal airport, one on each shoulder, I knew that the Groundeffect bike carry bag was a big hit, with the airline staff at least. Strangely named the "Body Bag", this product from the New Zealand company Ground Effect proved after 7 flights a credible alternative to the more expensive hard case, or the difficult cardboard bike box.



(Advertisement)



Made from tough Cross-Ply & Cordura, with a handy shoulder strap the bag folds into an A4 size and can easily be carried in your pannier for later use.

Anyone carrying their bike by train, bus or plane would be wise to consider the Groundeffect body bag.

Here are the pros and cons from my use of the product:

Pros

- weight 950 grams
- made from strong heavy duty material
- folds into A4 package
- can be reinforced with cardboard
- easy to carry on your shoulder or airport trolley
- has one heavy duty two-way lockable zipper on the top
- well priced at NZ \$99 (approx AUS \$84)
- can be used to carry more than just your bike
- can be purchased by mail, fax or on-line at www.groundeffect.co.nz
- apart from selling a good product Ground Effect offers an incredible mail order service - using the postal system they could teach many other companies a thing or two regarding prompt service.

Cons

- even with cardboard for extra protection small holes will eventually appear in the bag. Naturally, stronger cardboard or another lightweight material could help alleviate this.
- probably a bit of a tight fit for any frame larger than 21".
- only two colours available - green & purple, (really getting picky now).

Join us on a 40 day cycling odyssey across the Australian Continent. From marvellous Melbourne via the Great Ocean Road, the Flinders Ranges, the vast and ancient Nullarbor Plain, through the goldfields of Western Australia and onto the golden beaches of Perth.

Go one way or return.

Departs Melbourne September 15 2002 arriving in Perth October 24 2002.

Departs Perth October 27 2002 arriving in Melbourne December 5 2002

Cost is A\$1,698 one way, with 6.5% discount to Audax Members if paid before March 31st 2002.

What we Supply

- Support vehicle
- All your gear carried
- Morning tea
- Food kit
- Basic mechanical support
- Accommodation costs
- Ferry crossings
- Trained first aid person
- Dinner in a Gold Mine
- Seafood feast at Ceduna
- Some bush camps

What you supply

- Enthusiasm
- Fitness
- Sense of humour
- Bicycle and camping gear

For more information and brochure contact Collis Ivey on (03) 9583 5414 or (03) 9515 3202

Or e-mail: cycleacrossoz@hotmail.com

Letter from the President, LRM

Real Prefontaine

les Randonneurs Mondiaux
PRESIDENT LETTER # 5

Réal Prefontaine,
President

October, 2001

#4 - 35035 Morgan Way,
British Columbia, Canada, V2S 5T7

A. - Events of 2001

Les Randonneurs Mondiaux had an exceptional year. Seven events of 1200 km or more were held in five different countries. There were 359 participants from 16 countries who completed a total of 377 brevets. Three (3) participants completed 3 brevets: Ken Bonner from BC Randonneur, Canada, John Evans from Audax United Kingdom and Kevin Main from Randonneur USA. The laurel has to go to Ken Bonner who completed 3800 km in an accumulated time of 219 hours. The objective of les Randonneurs Mondiaux "... to promote, encourage and applaud the efforts of (randonneurs)-cyclists who wish to test their personal limits...." has certainly been achieved this year.

B. - les Randonneurs Mondiaux structure

At the beginning of my term of office I expressed the need to consolidate the administrative procedures of les Randonneurs Mondiaux. In March 2000 I invited all member countries to submit names from their membership to participate in this task. Five countries responded. From the names submitted, an *ad hoc* Committee was formed whose task was to draft a Constitution and Regulations for les Randonneurs Mondiaux. This committee has worked diligently and has now completed their task. Following this PRESIDENT'S LETTER is a **PROPOSAL for a CONSTITUTION and REGULATIONS**. It is still a proposal, but the stage has been reached where further input has to come from all members. It would be ideal to have this document in the respective language of each member country. However, as the operation of les Randonneurs Mondiaux is primarily on a voluntary basis, the treasury does not have funds to provide translation in the language of the member's countries. The proposal is available in English and French only. Hopefully, there will be volunteers to undertake the translation of the document in the national language of their country.

For consistency, I suggest the following process for any amendments you may want to bring to the attached proposal. I will consolidate the amendments received and return them to all members with the March 2002 PRESIDENT LETTER. This will give everyone an opportunity to consider the amendments suggested and to propose "sub amendments" or "counter amendments". In this first consultation phase, all member countries, whether voting members or associate members, can submit amendments, comments or request clarification/explanation. Responses from Audax Australia members will be coordinated by Lynda van Dyk, the International Brevet Secretary, and forwarded to LRM. Your correspondence should be sent to **Lynda van Dyk, International Brevet Secretary at PO Box 12144, A'Beckett St, Melbourne VIC 8006 or emailed to brevets@audax.org.au** by 15 January 2002.

If a second round of consultation is required it will take place between April 2002 and December 2002. By January 31, 2003 a final text will be prepared for debate and submitted for approval at the 2003 quadrennial meeting.

C. - les Randonneurs Mondiaux Jersey

A design for les Randonneurs Mondiaux jersey has been finalised and a manufacturer from France has been selected based on the quality of the product and the best quote we received. We are now developing a marketing strategy. In March I will be in a position to send you the procedures to follow to order a jersey. A photo of the design will be available via the Internet.

D. - les Randonneurs Mondiaux calendar - 2002

(Current as of October 1, 2001)

1. - Audax Australia, [also see: www.audax.org.au]

a) March 29, 2002: Murray & Bacch 1200 km (starts Baccus March).
Contact: Alan Tonkin: [alantonkin@optushome.com.au] - Ph: 03 9890 2420

b) April 4, 2002: Captain Thunderbolt's Ride 1200 km (starts Brisbane).
Contact: Peter Moore - Ph: 03 9421 0831

c) September 21, 2002: Mal's Tour de Force 1200 km (starts Hornsby).
Contact: Mal Rogers - Ph: 02 9983 9258

d) September 30, 2002: Melbourne Express 2000 km (starts Adelaide).
Contact: Matthew Rawnsley - Ph: 0500 800 105

e) October 15, 2002: Sapphire Shimmy 1200 km (starts Canberra)
Contact: Jon Gowland - Ph: 02 6291 5495

2. Bulgaria - Sofia-Varna-Sofia 2002: (Cycling Club "Sinite kamani" Sliven, Bulgaria) June 26 - 30, 2002. Contact: Lazar Vladislavov, 2-B-15 Irechek, Silven 8800, Bulgaria. Tele. / Fax: 359 44 37395 [lazar.v@lycos.com] [<http://svs.cycling.tripod.com/cyclingclub/>]

3. Canada - Rocky Mountain 1200 km (B.C. Randonneur Cycling Club) July 24 - 28, 2002 (tentative) (starts Kamloops. B.C.). Contact: Danelle Laidlaw (dplaid@attglobal.net) Ph: (604) 731-0043 [www.randonneur.bc.ca/bcrrc/rocky/rm1200.html]

4. USA - Boston-Montreal-Boston 1200 km - (Massachusetts, USA) August 22 -25, 2002. Contact: Jennifer Wise, 10 Bliss Mine Road, Middletown, RI 02840, USA. Tele. 401 847-1715 [otherwise@att.net] [www.bmb1200k.com]

5. - Colorado - Last Chance 1200 km Sept. 5 - 9, 2002 (starts Boulder, Colorado). Randonnée (Rocky Mountain Cycling Club, Col, USA) Contact: John Lee Ellis, 2155 Dogwood Circle, Louisville, CO 80027, USA [Jellisx7@juno.com] [www.rmccrides.com/brevet1L.htm]

(Advertisement)



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Les Randonneurs Mondiaux

Proposal for a Constitution and Regulations

October 16, 2001

Preamble

Les Randonneurs Mondiaux (RM) was created in 1983 with the primary objective of promoting long distance cycling according to the rules of the Brevets Randonneurs Mondiaux (BRM) created by l'Audax Club Parisien (ACP). RM now represents more than 20 countries from five continents. Although the Paris Brest Paris will never be surpassed, the number of events of 1200 km or more now being organised has identified the advantages of a dedicated organisation to validate these achievements. The PROPOSED CONSTITUTION and REGULATIONS for RM has been prepared to meet this need. RM must be viewed as a parallel organization to ACP. Each organization remains autonomous, although they may have common objectives and share some administrative responsibilities. Membership in RM is not an automatic acceptance of "correspondant" with ACP.

CONSTITUTION

ARTICLE 1 - TITLE

1.1- Les Randonneurs Mondiaux (RM) is an international society of countries* dedicated to the sport of randonneur cycling.

ARTICLE 2 - OBJECTIVES

- 2.1 - To promote, encourage and applaud the efforts of those cyclists who wish to test their personal limit by combining the enjoyment of touring with the demands of distance cycling;
- 2.2 - To promote and encourage cycling events in accordance with the rules of les Brevets Randonneurs Mondiaux (BRM) promulgated in 1983 by Audax Club Parisien (ACP); and
- 2.3 - To validate brevets of 1200 km or more, except the Paris Brest Paris

ARTICLE 3 - MEMBERSHIP

- 3.1 - Membership is open to all countries (and clubs where there is no national organization) which agree to organize every year brevets (at least the 200 km) in accordance with the BRM rules of ACP and to those which may be developed and adopted by the General Assembly (G.A.) of RM.
- 3.2 - The overall randonneur cycling activities of a member country or club should normally be under the responsibility of experienced randonneurs, e.g., anciens du PBP, Super Randonneurs or finishers of brevets of 1200 km or more.
- 3.3 - Application for membership shall be submitted to the President of RM, or his designate. A country/club must demonstrate that structures are in place to organize BRM. The President may grant associate membership status to an applicant in the intervening years of the meeting of the General Assembly.
- 3.4 - There shall be two categories of members, voting members and associate members. There shall be only one voting member per country. Associate members are: a) applicants waiting for approval of voting member status, and b) members who represent different regions/clubs of a member country with large/distinctive geographical area, recommended by the RM representative, and approved by the G. A.
- 3.5 - It is the prerogative of each member country to identify to the Executive Committee their RM representative(s) to the General Assembly. The RM Representatives with voting privilege shall vote when required at the meetings of the RM and/or by post or electronic means in accordance with the wishes of their member country.

ARTICLE 4- GENERAL ASSEMBLY

4.1 - The General Assembly shall meet after each PBP. The G.A. shall

be comprised of the voting members and the associate members. The quorum of the G.A. shall be 51% of the total voting members.

4.2 - Six months before the G.A. the RM representative of each country who desires, may send to the President a report of events in his country and topics for discussion at the G.A. The President will send to all members the agenda of the G.A. four months before the meeting.

4.3 - The G.A. shall receive the report of the Executive Committee and the member countries, establish policies and regulations for RM, determine all RM fees, approve a budget and elect the officers of RM.

ARTICLE 5 - OFFICERS

5.1 - The officers of RM shall be the President, the Vice President, the Secretary and the Treasurer, elected by an absolute majority (51%) of the G.A. The officers form the Executive Committee of RM. The Past President shall be ex-officio member without voting privileges of the executive committee for the duration of the transition phase of presidential duties.

5.2. - The Executive Committee shall be responsible for administering the business of RM, for ensuring policies and regulations of RM are implemented by the members and those participating in brevets sanctioned by RM.

5.3. - Expenses, such as postage, communication, office supplies and any other items approved in the budget, incurred by the Executive Committee in the administration of the affairs of the RM shall be reimbursed by the treasury of RM.

ARTICLE 6 - ACCOUNTING

6.1 - Les Randonneurs Mondiaux is a non-profit organization and its accounts shall be published annually. The financial year shall be the calendar year. At each meeting of the G.A. the Treasurer shall present a summary financial report of the current year.

ARTICLE 7 - AMENDMENTS

7.1 - The Constitution can only be amended at a meeting of the G. A. by a majority vote of 75% of voting members and voting in favour or expressing such an opinion by postal or electronic means.

7.2 - Proposed amendments to the Constitution must be forwarded in writing to the President at least eight (8) months before the meeting of the G. A. The President will communicate these to all members and invite comments, sub-amendments or counter amendments pertaining to the proposed amendments. Four (4) months before the meeting of the G.A., the President will send to all members, the agenda of the G.A. including all debates, sub-amendments and counter amendments proposed to the Constitution.

ARTICLE 8- SPECIAL GENERAL ASSEMBLY

8.1 - Should a grave problem occur, through the dereliction of duties by the President or other members of the Executive Committee, a special General Assembly by post or electronic means may be called by a RM representative or country belonging to RM.

VOTING MEMBERS

**Australia, **Canada (B.C.), **Espagne, Vasco, Holland, **Sweden Austria, Costa Rica, Finland, Norway, **United Kingdom (AUK), **Belgium, Denmark, ** France (ACP), Russia, **United States (RUSA), Bulgaria, **Espagne, Catalan, Germany, South Africa, Ukraine, Italy. ** = Founding members.

Associate Members

Australia (Perth), Canada (Montreal), Canada (Prairie)
Canada (Manitoba), Canada (Ontario), Canada (Rocky Mtn.)

REGULATIONS

R1. - RM EVENTS (Brevets)

R1.1 - L'Audax Club Parisien has sole responsibility to validate BRM events of standard distances between 200 and 1000 km and for the PBP. No events of 1200 km or more will be validated in the year of the PBP by the President of RM.

R1.2 - The allocated time for RM events of 1200 km is 90 hours. For events of 1400 km or more, the total global time is based on an average speed of 12 km per hour.

R1.3 - To have an event sanctioned by RM the organizer(s) must provide, at a minimum, the following information to the President:

R1.3.1 - Name, location, and date of the event;

R1.3.2 - Name, address, telephone number of the organizer(s), (Fax number & E-mail if available);

R1.3.3 - Course outline, list of all control points, to include the opening and closing times and the distance between each control; and

R1.3.4 - Detail any requirements specific to their country/club as for example the need for insurance, helmets, mudguards, etc.

R1.4 - The President may call upon the RM representative of the country to confirm that the route selected conforms with the requirement of the BRM rules.

R1.5 - For brevets of 1200 km the President may, on request and with appropriate supporting documentation, approve modification of the opening and closing time of the control points but within the total time allocation of 90 hours.

R1.6 - Validation of brevets of 1200 km or more by the President of RM will necessarily comprise the allocation of the RM medal, the cost of which must be included in the entry fee of the event.

R1.7 - A calendar of all events sanctioned by RM shall be prepared annually. It is the responsibility of event organizer/s to provide the complete information to ACP and the President of RM by October 15th. The calendar of RM sanctioned events will be published in the October and March "PRESIDENT LETTER". The President may, under special circumstances, sanction events of 1200 km or more that are not listed in the calendar published by ACP.

R2. - DUTIES OF THE PRESIDENT

The President shall among others:

R2.1 - review and approve all events of 1200km or more,

R2.2 - validate the individual results of events of 1200 km or more, issue a validation number and "sticker", send out medals earned (sent to the organizer of the event) and record the name of the finishers in the RM Registry,

R2.3 - send a PRESIDENT LETTER, at least twice a year to all voting and associate members, R2.4 - prepare the agenda for, and chair the meetings of les Randonneurs Mondiaux.

R3. - DUTIES OF VICE PRESIDENT

The Vice-President shall:

R3.1 - assume all the duties of the President if the President resigns or becomes incapable, for what ever reason, to discharge the duties of his office.

R3.2 - perform other duties that may be assigned to him/her by the President.

R4- DUTIES OF THE SECRETARY

The Secretary shall:

R4.1 - assist the President to prepare the agenda of the meetings of the G.A.,

R4.2 - record the proceeding of meetings of the G.A.,

R4.3 - prepare and distribute to all voting and associate members minutes of the quadrennial meeting and any electronically held meetings of RM within two months of the meetings,

R4.4 - perform other duties that may be assigned to him/her by the President.

R5. DUTIES OF THE TREASURER

The Treasurer shall:

R5.1 - collect all RM fees from all members,

R5.2 - maintain records of income and expenses and prepare an annual financial report for distribution to all members,

R5.3 - prepare, with input from the President, a quadrennial budget for submission to all members four month before the meeting of the G.A., and

R5.4 - assume other duties that may be assigned by the President.

R6. - DUTIES OF THE RM REPRESENTATIVE

The RM representatives shall:

R6.1 - be the official contact between the RM Executive Committee and their country,

R6.2 - provide the President with relevant news items that may have international interest,

R6.3 - communicate RM information to all randonneurs in their country,

R6.4 - submit to the President, if he/she wishes, a report and topics for discussion at the G.A., at least six months before the meeting of the G.A., and

R6.5 - represent the views of their country at the G.A.

R7. FEES

R7.1 - At each quadrennial meeting, the G.A. will set the fees for the following:

R7.1.1 - the one time admission fee for new members,

R7.1.2 - the annual membership fee of voting and associate members,

R7.1.3 - the RM brevet validation and RM medal fee, and

R7.1.4 - other fees the G.A. may judge necessary.

R7.2 - In the interval between quadrennial meetings the Executive Committee may increase the fees and/or assess an additional fee to meet urgent financial needs of the society.

R7.3 - Any increase in fees or approval of an additional fee, whether approved by the G.A. or the Executive Committee will become effective on the next January 1st.

R8. - AMENDMENTS OF THE REGULATIONS

R8.1 - The Regulations may only be amended by the G.A. with a majority of 75% of Representatives present and voting in favour or expressing their vote in advance by post or electronic means.

R8.2 - Proposed amendments to the Regulations must be forwarded in writing to the President at least eight (8) months before the meeting of the G. A. The President will communicate these to all members and invite comments, sub-amendments or counter amendments pertaining to the proposed amendments. Four (4) months before the meeting of the G.A., the President will send to all members, the agenda of the G.A. including all debates, sub-amendments and counter amendments proposed to the Regulations.

Appendix 1R

International Super Randonneur Award

The International Super Randonneur Award (ISR) was introduced in 1991 by Audax United Kingdom and remains under the control of AUK. This award, validated by the President of RM, was designed to encourage and recognize randonneurs who take part in Randonneurs Mondiaux events in other than their own country. Entry form and requirements are available from Audax United Kingdom.

Appendix 2R

Payment of fees

By agreement with Audax Club Parisien, les Randonneurs Mondiaux fees are collected by the ACP which holds RM account. Every year, at the end of November all clubs are invoiced by the ACP. The invoice includes respectively all fees owing to ACP and all fees owing to RM. Payments must be made before March 31 of the next year.

Heywood: "The best"

Fellow prisoners of the road, or as the French would say, "Les Forcat de la Route!"

It's at Heywood in Western Victoria where some of just the best Audax rides are to be found and run by Pam and Grant Palmer.

It seems that the support offered on rides in Heywood is the best in the country. So much so that several rides have written in to give their strong vote of support to rides in the area. Here's what some of them had to say:

Peter Martin:

If you've been there and done that you'll know what I mean when I say that the hospitality and ride support put on by the Grants at Heywood, is second to none.

Bernie Collins:

The Southern 600 at Heywood, provides a real opportunity to those with their eyes firmly focused on France in 2003. Make the journey, -leave behind all your familiar rides, -get into unfamiliar territory as PBP will be, -go to Heywood and try it out for PBP in 2003.

Stephen Watson:

What an enjoyable experience I had on the recent Macarthur 400! Rides being usually the same, it was the hospitality and support that set this event apart. To have such friendly faces and willing helpers at each checkpoint was such a comfort, especially in the wee small hours. I'll definitively be up for the Southern 600 out of Heywood in 2002.

Hans Dusink:

I have now completed two rides in the Heywood area run by Pam and Grant Palmer. The support offered on these rides is second to none. The area around Heywood is fantastic for cycling.

I know that it is a long ride to get there, around 4 - 5 hours from Melbourne, but the trip is worthwhile. If you have the time, make it a long weekend. Linda and I took a full day to travel around the coast to arrive in Heywood in early evening. The Great Ocean Road is a joy to drive on a weekday. There are also many places to explore in the Heywood / Portland area.

*Pam and Grant have a wealth of local information and they are happy to pass this on. They will also suggest places to visit. After enjoying Pam and Grant's hospitality I will make a point of making sure that Linda and I will get across for one of the Heywood rides next year. As I have said many times in my column in **Checkpoint**, it is important that all members support the rides that are listed on the calendar. Without ride organisers, we would not have the fantastic rides program that we offer to the cycling community.*

So how about heading off to Heywood for the Southern 600, the Macarthur 400, the Border crossing 300 all starting on Saturday March 9, 2002. Oh, and by the way, don't forget the Western Warm-up 50, the Rifledowns 100 and the Digby Delight 200 to be held on the following day, Sunday March 10, 2002.

AGM

Notice is hereby given that the Annual General Meeting of Audax Australia Inc. will be held on 19 February 2002, at a location to be determined in Melbourne. Contact your state correspondent or check the website closer to the date for more information.

Audax-oz mailing list information

A place for Audax riders to meet!

If you like to talk to other cyclists about Audax or anything related to it, subscribe to the Audax-Oz email list - it's FREE!

The Audax-Oz email mailing list has been established to facilitate communication between the members of the Audax Club of Australia and other interested riders.

By sending an email message to "the list" you will be sending it to all others who have subscribed (see below). So, be careful, be polite, and remember you don't know who may be reading what you are writing.

Posters of offensive messages will be excommunicated from the list!

Who can subscribe?

At present membership of the list is by approval. This lets us learn a little about how to get up and running without being swamped by spammers and the like.

If you are member of Audax Australia your subscription will be approved without question.

We welcome members from other ACP affiliated organisations, clubs and individuals who are interested in the activities of Audax Australia. We will ask you to confirm your interest with us before we add you to the list.

Subscribing

To subscribe to the list, send a message to majordomo@lists.vicnet.net.au without a subject and with the message:

subscribe audax-oz "your email address"

eg subscribe audax-oz fred@cyclimg.org.au

Unsubscribing

If you ever want to leave this mailing list, you can send mail to "Majordomo" with the following command in the body of your email message:

unsubscribe audax-oz "youremailaddress"

eg unsubscribe audax-oz fred@cyclimg.org.au

Posting messages to "the list"

In your favourite emailer just create a message, with subject lines, addresses to other people and any other fancy features you like using and the send message to: audax-oz@vicnet.net.au (you can click on the address here too!).

Note the comments above about being "nice" on the 'net.

To make it easy for everyone else to know who you are please sign your message with your (real) name. You can do this by having a signature file associated with your emailer, in most cases.

Remember: the lists for fun and for discussions about stupidly long distance bicycling!

Audax-oz is hosted by Vicnet the stunning internet service run by the State Library of Victoria.

- NOTICE BOARD -

Advertising

Members of the Club can place free advertisements in **Notice Board** for bikes and bike related gear. For other items, and for trade advertising, the rates are:

Casual advertising:

business card \$15
1/4 page \$25
1/2 page \$40
full page \$70

For multiple adverts, (3 or more consecutive issues), the rates are:

business card \$13.50
1/4 page \$22.50
1/2 page \$36
full page \$63

Apology

The Editor wishes to apologise to Lorraine Allen and Enid Halton, both from the Melbourne Region. A ride report titled *Wandong Winter Wander* appeared in the previous edition of *Checkpoint*. The author of the article was Lorraine Allen, but the accompanying photo was actually that of Enid Halton. Any confusion to readers is also regretted.

Long gets longer

Just when you thought you'd done enough training...the *Melbourne Express* ride, listed in the national calendar as a 1200km ride, is actually a 2000km ride! Starting from Adelaide on September 30, 2002, this is a great test of your endurance. For more information, contact the organiser, Matthew Rawnsley on telephone 0500 800 105.

Mish Mash

The South Gippsland Mish Mash (300km), listed for 16 March in the National Calendar, has an incorrect phone number. It should read Sue Taylor, 03 9786 9807.

Pyrenees #1

Please note that the phone number in the Victorian Ride Calendar for the Pyrenees Magic ride (Victoria) should be Andrew Thomas 03 5461 2605 **not** Andrew Thomas 03 5461 2205.

Pyrenees #2

Contemplating a bike touring trip in France or Spain and need somewhere to stay in the Pyrenees? Sanglier Lodge (B & B) offers bike friendly hosts. Visit their website at www.sanglierlodge.com for more information.

Next issue out 20 April

The Autumn edition features the results of the Fleche Opperman from around the country. Also published will be part three of the Paris-Brest-Paris 1999 survey results, and news of the Alpine Classic.

Did you participate in either the Fleche Opperman or the Alpine Classic? Then send in your story and photo's for inclusion.

Closing date for next issue's contributions

28 February



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