CHATTIN' CHAINS

SEPTEMBER 2025

Win a set of CYCLIQ CAMERAS/LIGHTS worth $1,000... **PAGE 4**

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MESSAGE FROM THE EDITOR

A period of normalcy (April to June) followed by a month-and-a-bit of hectic travel (July and August). That describes our life and our recent holiday, the photo album of which I titled 'Conquering France & Britain'. By chance we arrived in Paris a day before the Tour de France's caravan so we couldn't miss out on that! Our Parisienne friend was keen to see it too, you can read the report later in the newsletter.

The other happy coincidence was being in Scotland at the time of the Edinburgh Tattoo. Like many, we'd watched it on TV over the years with no thought of actually going. This was an opportunity not to be missed! Edinburgh was 50 miles from our accommodation in Pittenweem but, our time was our own. We set out in good time and arrived in good time, although the sat-nav stopped a kilometre short of the car park. I'll write about that separately, but if any other members have been and want to share their experiences, they can be included in a future edition.

Our travel home ended on a stressful note; there were wild storms over the airport at Kuala Lumpur, and the pilot was only able to land on the third attempt. Although a storm raged outside, it was extremely quiet in the aircraft cabin. We did make it to our connecting flight to Perth, but our suitcases didn't. The cheerful lady in a new van who delivered them to our home the following day looked like she was part of a flourishing business. My wife hugged her, I was tempted.

Our members travel to locations all around the world, so why not share your expeditions in these pages?

In this issue there are a couple of interesting articles on coffee and caffeine, a substance dear to the hearts of all (?) members. It refers to the science, but don't let that put you off, it's so well written. The other article talks about the efficiency of cycling, both are by Anthony Blazevich, Professor of Biomechanics at Edith Cowan University. I also recommend you look at his website.

Then there's the exciting competition for a set of the latest Cycliq camera/lights. I've made the observation before, dashcams are becoming ubiquitous in cars. As cyclists we are much more vulnerable and video footage of an incident can be really compelling evidence. Cycliq approached us and offered us this set, they are keen to support local cycling clubs.

We are supposedly coming to the end of winter, but in case it lingers and you need some exercise in the garage, President Nev has a static bike to give away. You need to move fast to secure it!

The newsletter ends with a favourite poem.

Graham Baws
Newsletter Editor
newsletter@o55perth.bike

FROM THE PRESIDENT

More recently I have talked about the Club's constitution because it is our ruling document and members should be familiar with its contents. It determines what we may, and may not, do in the name of the Club.

Given we are only six months from the next Annual General Meeting (AGM), at which time the Club will be seeking nominations for the position of President and some other Committee roles, these comments should be useful in providing information about how the AGM works. It's also a prompt to consider taking on a position such as President or one of the other committee roles.

This is an outline of the requirements for our AGMs:

The Association (The Over 55 Cycling Club Inc) must convene an AGM in the month of March each year, Rule 23.1(a).

The Club's next AGM will be held on Wednesday, 4 March 2026.

NOTICE OF GENERAL MEETINGS AND MOTIONS:

The Secretary must give at least 14 days' notice of a General Meeting, of which the AGM is one, to each Member. Rule 17.3(a)(1) or

21 days' notice of a General Meeting to each Member if a Special Resolution is proposed to be moved at the AGM. Rule 17.3(a)(2).

A minimum of 28 days' notice must be given to the Secretary of all motions to be presented to the AGM, Rule 23.2(b).

The quorum for General Meetings (Rule 1.4) is 15 per cent of Members personally present (being Members entitled to vote under the Constitution at a General Meeting).

See you all there on Wednesday 4 March 2026.

Nev Taylor
President

FROM THE RIDE CAPTAIN: COMMENTS ON THESE THREE MONTHS

After reviewing last year's update, I found we have the same commentary as last year;

"These three months: June, July and August, can be gathered up into two words being: the weather!"

Being winter, there are always lost riding opportunities with the rain, but the comments have also been about how cold this winter was. So, we look forward to being out there, more often again.

Again, we are delighted to report that June only had a minor incident, and July was accident-free. Some might say it is because the ride numbers have been down, and that is so, but that is always so for every winter period.

Please keep sending in your ride stats from the Saturday and Monday rides (and Wednesday rides if missed off the form) as they are very important in the rides' management safety focus.

The Club has two different riding events soon; a Mundaring ride start that has off-road biking options, and a North & South combined ride and BBQ on a Saturday, for members to meet up and ride together.

We also have the Australind Camp (October 19-24) coming soon as well. The Rides Maps are being updated to show the route upgrades that have come about due to the completion of the Wilman Wadandi Highway project.

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An issue that is being worked on is to establish some new routes, northwards, that could be arranged for next year's Achievement Day Rides. We are looking at going towards Muchea, Yanchep and Baker's Hill.

If any member has saved ride maps along these routes, would they be able to contact either Cameron, Steve or myself, to see if they would be suitable for this purpose, please?

The Ride Team is hugely appreciative of members' willingness to help and support in the many ways that enhance the Club's riding days. Thankyou.

Sandra Patullo
Ride Captain

FROM THE STATISTICIAN

Here's some data from the records. If you have an interest in a particular metric, ask Cameron, he's really getting into these numbers and it might also be of interest to others.

	AVERAGES 2025		
Group	No. Riders	Km	Speed
E1	5	72	27.5
E2	8	73	25.2
E3	7	53	22.3
E4	7	47	20.4
E5	6	41	18.0
L1	6	56	24.5
L2	5	56	23.4
L3	8	44	18.0
L4	7	35	18.3

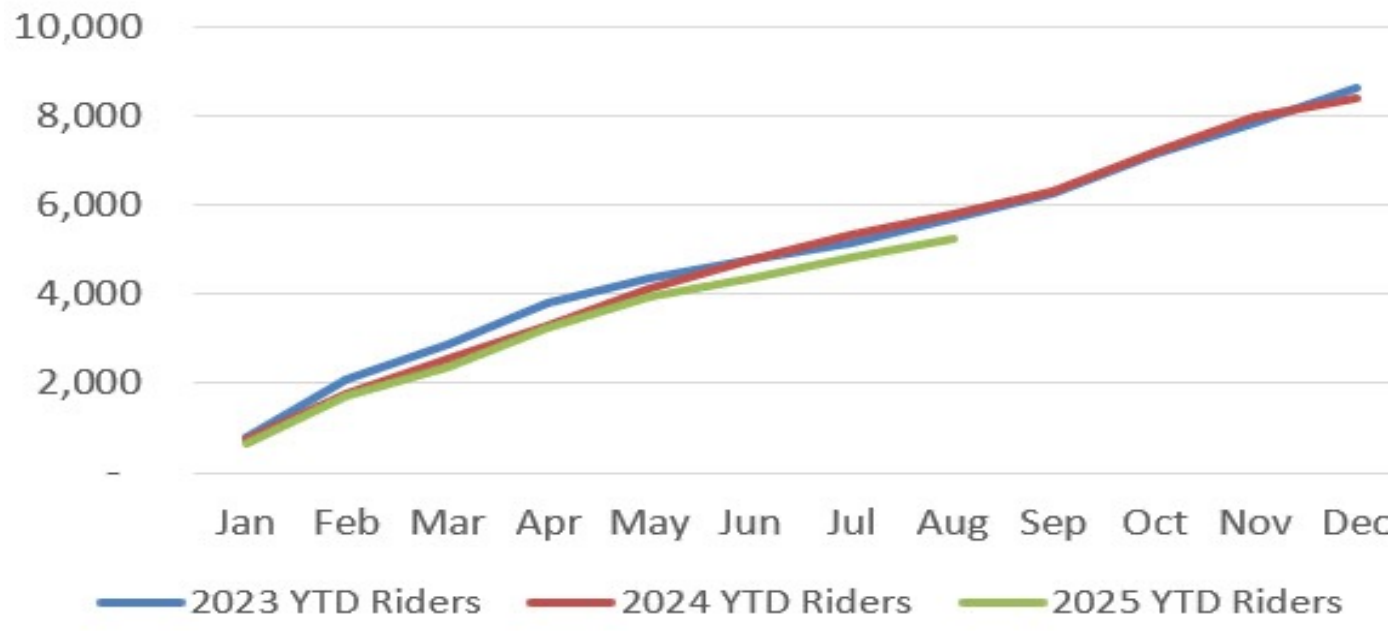
A BIT MORE INFORMATION ON THE GROUPS

LEADERS 2023-25	
Leader	Number of Rides
Kay Taylor	152
Nev Taylor	142
Richard Archer	128
Marilyn D'Angelo	118
Ian Galloaway	113
Don Buchanan	106
Jerry Lowe	103
Lance Deegan	98
Gino Macchiusi	93

Our club is dependent on our leaders. Here are our most consistent in recent years and what a contribution the Taylors have made!

Cameron Blyth
Statistician

CUMULATIVE RIDERS



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WIN A PAIR OF CYCLIQ CAMERA/LIGHTS!

Cycliq is a global brand with its head office in Subiaco. They have developed their camera/lights for the front and rear of bikes and quite a few members have installed them to record their rides. The record is not just for entertainment reasons, but has a serious side. If a vehicle driver threatens or acts dangerously, or you are involved in an incident, you have a record of it. Video (and audio) evidence is a lot more compelling than merely verbal evidence, more and more vehicles are being equipped with dashcams, bikes should be too.

We have a history of dealing with Cycliq, and I've recently received a pair of their latest lights, the FLY6 PRO and the FLY12 SPORT. Why? Cycliq are seeking to promote their local presence and support local cycling clubs and offered these to us. My problem is how to find a fair way to allocate them, so I came up with this process. They won't be split; one lucky club member will get the pair.

Please send me your reason, in less than 50 words, why you should receive these desirable items. If it's in verse, even better, but it doesn't have to be. The winning claim will be published on our Facebook page.

This spin bike is offered to a Club Member to use when the weather is inclement.

Contact is **Nev Taylor** and his email address is president@o55perth.bike

(Golf balls, or lemons(?) not included)

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WE WERE ACTUALLY THERE, IN PARIS, AT THE TOUR DE FRANCE!

We were off to France on the first leg of our holiday, flying into Charles de Gaulle airport on 26 July. This journey was booked months earlier and we certainly didn't realise then that the final stage of the Tour de France would spin around the Champs Élysées the day after we landed.

Once I'd linked our arrival in Paris with the arrival of the TdF caravan, it was a simple decision to go and watch it. I told our friend M-E (she prefers using her full name, but this abbreviation is appropriate here). M-E is a Parisienne and promptly announced she'd like to come too. I remembered to pack my club shirt so that I'd stand out in the crowd and hopefully some of my ride mates would spot me cheering my heroes, such as Wout and Jonas, to victory.

Then followed some discussion, where might the best viewing spot be? Probably not along the Champs Élysées, that would be too crowded. Looking at the TdF map, I saw an area at the end of the Rue de l'Amiral de Coligny; might this work? I assumed the riders would pass this point twice.

Sunday morning, 27 July, we had breakfast in our Airbnb in the 11th arrondissement. We then went out for coffee, an essential part of every morning, today at a bakery, the Boulangerie Brocco. The table next to ours was occupied by a man also enjoying a coffee. He, as it turned out, was a keen cyclist from NSW and so we learned a little of each other's background and what had brought us to Paris at this time. For him, it was the cycling.

We walked back to our apartment and prepared for the afternoon's adventure. This also entailed my wearing my club shirt; its bright yellow would likely ensure that I'd be spotted by the cameras. Our journey was on the Metro and the destination station was Louvre-Rivoli. We got there well ahead of M-E. She knew where she was going, how long things took, and didn't need a buffer of time.

Wearing my club shirt identified my purpose in travelling as we rode the Metro to the race. We struck up conversations with one local family party in particular who were also off to the TdF. I've never been one to display my affiliations, but I reckoned it was appropriate on this occasion and I felt some pride as we made our way through the Metro. I'll leave Philippa's feelings and comments aside although I can report she encouraged me to wear my club shirt.

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We arrived at the Rue de l'Amiral de Coligny a couple of hours before the race was due to pass by and made our way to the fence. The crowd was just one deep, and we stood behind a few mature couples who soon revealed they were from Hamburg in Germany. As we waited, we got to talk with these Hamburgers and they promised Philippa access to the fence when the race came by, they being taller. We also exchanged comments with an expanding group of Indian students to our right. What a potpourri of nationalities! Conversation was necessary to alleviate the discomfort of standing in the same place for an extended period and helped pass the time. For some while, Philippa went a few metres away and sat on the balustrade around the Louvre as the only practical and available free seat in the immediate area. It was good for a while but even that got uncomfortable; a rough stone seat palls after an extended period. It threatened to rain, but the threat passed. M-E had an umbrella.

From our standpoint, to our right, was an entrance to the Louvre into which the peloton would ride, not sure how they got out the other side but the entrance to that section was pretty narrow.

Each time a police motorbike approached, all interest turned to the end of the Rue de l'Amiral de Coligny, to where the riders would appear, but nothing yet. We did notice, in front of the Louvre, just to our right, there were two short stone pillars guarding the entrance. Wrapped around them were large yellow-covered buffers that would protect errant riders. All this was of absorbing interest since there wasn't much else going on and our energy was concentrated standing in one place. As the time passed, more people arrived and it was important to maintain our position.

We asked the Hamburgers if the peloton would pass this spot twice, and the answers were conflicting. As it turned out, and despite waiting, the police stationed along the fence remained at their posts after the riders had passed, encouraging the fans, including ourselves, to anticipate that the riders would be back, and to hold on to hope.

Our hopes were finally dashed, not when the police drove off, but when a nondescript individual drove up in a nondescript vehicle and removed the protective padding on the two posts outside the Louvre. We knew then that it was all over, and immediately the crowds started drifting away.

Because this vantage point was outside the narrow entrance to the Louvre, no motorbike-mounted cameramen, no accompanying team vehicles, no helicopters and no camera-drones recorded this section of the race, so my club shirt made it to no television screen and no one claimed to have seen me. My club shirt finished up back in my suitcase for the rest of our holiday.

Of course, the peloton did ride by and I recognised a few of my heroes. Briefly. From the time the first cyclist appeared on the Quai François Mitterrand turning into the Rue de l'Amiral de Coligny, and the last cyclist disappeared into the Louvre, some sixteen seconds had passed. Our journey, the wait, and the return to our apartment, took around five hours.

Graham Baws
Foreign Correspondent

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COFFEE & CAFFEINE: UNLOCKING THE SECRETS OF ENERGY USE AND METABOLISM

Sports Performance Health and Well-being Nutrition *Anthony Blazevich*

Caffeine, the world's most widely consumed psychoactive substance, has long been a staple in diets globally, primarily through coffee. Beyond its ubiquitous presence in daily routines, caffeine's effects on energy use and fat metabolism have intrigued scientists for decades.

But how does caffeine influence these physiological processes and what can coffee do for us and our metabolism?

Morning Boost or Metabolic Maestro?

Imagine starting your day with a cup of coffee, feeling the familiar surge of energy that helps you tackle the morning. But what if this daily ritual also held the key to optimising fat metabolism and enhancing your workout performance? Recent studies suggest that caffeine's benefits extend far beyond a simple energy boost.

Boosting Metabolism

Caffeine's role in increasing metabolic rate has been well-documented. A pioneering study by Acheson et al. (1980) revealed that caffeine significantly elevates metabolic rate and substrate utilisation in both normal-weight and obese individuals. They demonstrated that caffeine ingestion increases lipid oxidation, particularly in lean subjects, suggesting that caffeine can enhance fat metabolism under certain conditions.

Subsequent research supported these findings, indicating that caffeine consumption stimulates thermogenesis—the process of heat production in organisms—which in turn boosts overall energy expenditure. This thermogenic effect is crucial for understanding how caffeine contributes to weight management and metabolic health.

How Does It Increase Fat Oxidation

Caffeine's impact on fat oxidation is primarily mediated through its action on the sympathetic nervous system. By blocking adenosine receptors, caffeine leads to the release of catecholamines such as adrenaline, which in turn promotes lipolysis—the breakdown of fats into free fatty acids. These fatty acids are then available for oxidation, providing a significant energy source during prolonged exercise.

A recent meta-analysis by Collado-Mateo et al. (2020) found that acute caffeine intake increases fat oxidation rates during exercise, especially under conditions of fixed exercise intensity and fasting. They concluded that caffeine increases the use of fat as a fuel source, reducing the reliance on glycogen (muscle carbohydrate) stores and potentially improving endurance performance (of course, caffeine, and therefore coffee, can enhance endurance performance through its effects on the nervous system too, but that's another story).

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Can It Help To Burn More Fat During Exercise?

The relationship between caffeine and exercise performance is particularly compelling. Caffeine's ability to enhance fat oxidation during exercise has been a focal point of numerous studies. For instance, a systematic review and meta-analysis by Conger et al. (2023) confirmed that caffeine intake significantly increases fat oxidation during both rest and exercise, supporting its role as an effective ergogenic aid.

The ergogenic benefits of caffeine are not limited to fat metabolism alone. Studies have shown improvements in various aspects of physical performance, including strength, power, speed, and endurance. This multifaceted enhancement is attributed to caffeine's ability to increase alertness, reduce perceived exertion, and facilitate greater energy availability through enhanced fat oxidation.

Is More Actually Better?

The effectiveness of caffeine in boosting metabolic rate and fat oxidation appears to follow a dose-response relationship. Optimal benefits are typically observed at moderate doses of 3 to 9 mg/kg body weight, with significant improvements in performance and metabolic outcomes noted at these levels. For the average 70-kg person, this equates to a whopping 210 – 630 mg of caffeine!

Given that the average cup of brewed coffee might have just under 100 mg of caffeine, and a triple-shot screamer might have 120 – 180 mg, it will be hard to reach your dose limit with coffee alone...so enjoy a strong cup before exercise if you like. It is essential, however, to consider individual variability, as habitual caffeine consumption can influence responsiveness to acute caffeine intake.

Does It Matter If I Drink It With Food?

The timing of caffeine ingestion relative to meals also plays a critical role in its metabolic effects. Research indicates that caffeine's ability to enhance fat oxidation is more pronounced during fasted exercise than fed-state exercise. This effect is attributed to the higher availability of circulating free fatty acids during fasting conditions, which caffeine can further mobilise for oxidation.

But caffeine's benefits are not entirely negated by eating. Studies have shown that even when consumed with meals, caffeine can still promote fat oxidation and reduce carbohydrate utilisation, albeit to a lesser extent than during fasting. This highlights caffeine's robust metabolic influence across different nutritional states. It also suggests that a coffee after lunch might not be a bad idea.

Does Sex Matter?

Interestingly, differences between the sexes in metabolic response to caffeine have also been observed, which might be largely due to both physiological and hormonal differences. These variations can influence how men and women respond to caffeine in terms of fat oxidation and energy expenditure.

Mielgo-Ayuso et al. (2019) reviewed the effects of caffeine on sports performance with a focus on sex differences. They found that while both men and women benefit from caffeine's ergogenic effects, there are notable differences in the magnitude and nature of these benefits. Women tend to have a slower rate of caffeine metabolism, which may prolong the stimulatory effects of caffeine.

Other studies, including those by Collomp et al. (1992) and Astorino et al. (2012) found similar increases in fat oxidation rates during exercise in men after caffeine ingestion. So, while the rate of metabolism may differ, the overall enhancement in fat oxidation due to caffeine seems to be comparable between sexes.

Nonetheless, these findings underscore the need for tailored caffeine recommendations based on individual characteristics to maximise its metabolic benefits.

Do Its Effects Wane Over Time?

Regular caffeine consumption can lead to habituation, reducing its stimulatory effects over time. This phenomenon is critical when considering the long-term impacts of caffeine on metabolism and fat oxidation. The meta-analysis by Fernandez-Sanchez et al. (2024) reviewed the effects of acute caffeine intake on fat oxidation during fed-state exercise, differentiating between habitual and non-habitual caffeine consumers. The results showed that non-habitual consumers experienced a more significant increase in fat oxidation than habitual consumers.

So, it's important to consider individual caffeine consumption patterns when assessing its metabolic effects. If you think the effects aren't as great as they once were, then it might be time to take a break for a week or two to re-habituate.

So, What Does This Mean For Me?

Given the compelling evidence supporting caffeine's role in enhancing metabolic rate and fat oxidation, incorporating caffeine strategically into your daily routine could offer significant benefits. Athletes and fitness enthusiasts may particularly benefit from consuming caffeine before workouts to improve endurance and fat utilisation. For the general population, moderate caffeine intake may help to better manage body weight and improve metabolic health.

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However, its effects are modulated by several factors, including sex, habitual consumption, and exercise intensity. To maximise the benefits, it is essential to tailor caffeine intake to your own personal characteristics and goals.

- Personalised Dosage: Adjust caffeine dosage based on body weight and tolerance levels to achieve optimal metabolic benefits without adverse effects.
- Timing of Consumption: Consume caffeine before exercise to enhance fat oxidation and improve performance.
- Monitor Habituation: Regularly assess caffeine consumption patterns to avoid habituation to maintain its metabolic benefits.

A Limit To Its Benefits?

Of course, one thing to consider is that coffee, or at least the caffeine in it, gives you an energy boost so you can produce more energy in the hours after consumption. But this doesn't come for free. We have finite energy resources, so you'll also need more rest later...or more sleep later that night. So in the long term you might not use much more energy. But if your exercise sessions are longer, more intense, or more enjoyable because of the coffee, and you're burning more fat during the exercise itself, then longer-term benefits should be forthcoming.

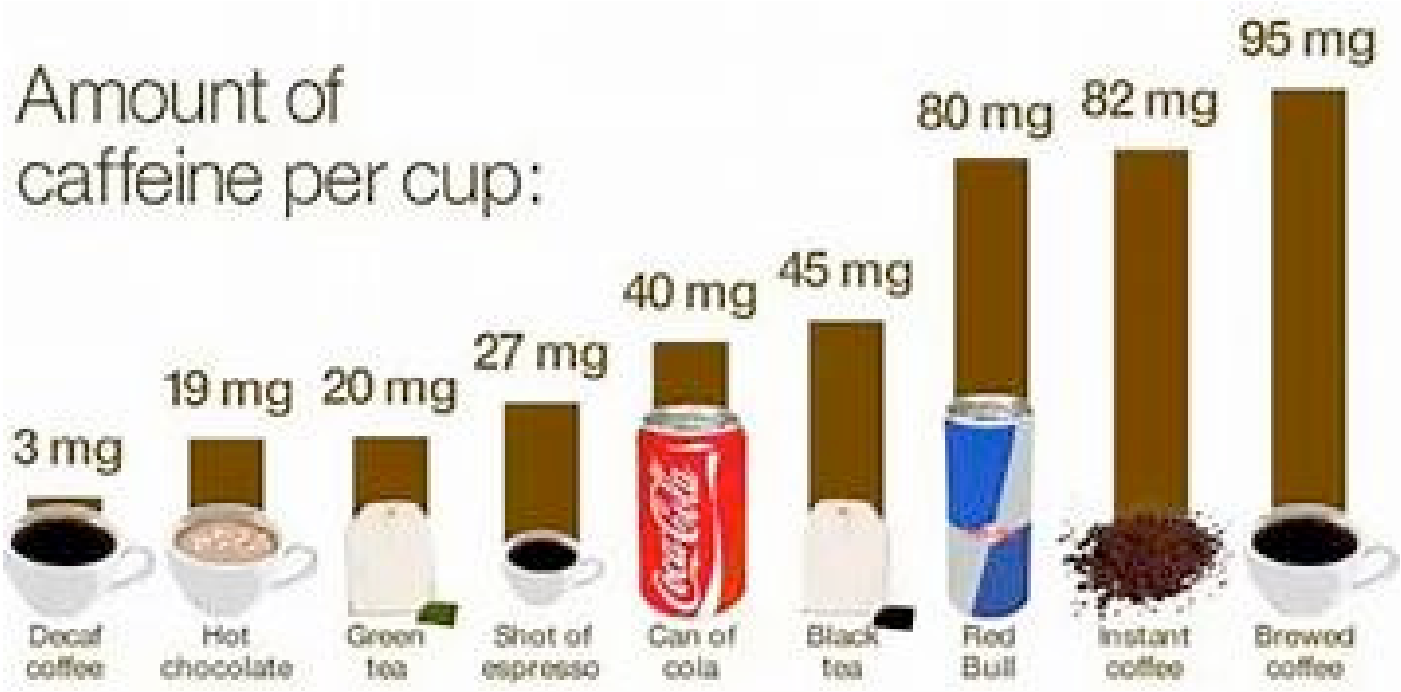
Your Daily Brew...

From its ability to boost metabolic rate to enhancing fat oxidation during exercise, caffeine's effects on energy use and fat metabolism are profound and multifaceted. The next time you enjoy your morning coffee, remember that it's not just a simple pick-me-up—it's a powerful tool for optimising your metabolic health and performance.

As research continues to unravel the complexities of caffeine's impact, one thing remains clear: this everyday stimulant holds the potential to be much more than just a daily ritual.

By understanding and harnessing the metabolic benefits of caffeine, we can make informed choices that enhance both our daily energy levels and long-term health outcomes.

So, savour that cup of coffee, knowing it's doing more for you than meets the eye.



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CYCLING CAN BE FOUR TIMES MORE EFFICIENT THAN WALKING

A biomechanics expert explains why ***Anthony Blazevich***

You're standing at your front door, facing a five kilometre commute to work. But you don't have your car, and there's no bus route. You can walk for an hour – or jump on your bicycle and arrive in 15 minutes, barely breaking a sweat. You choose the latter.

Many people would make the same choice. It's estimated that there are more than a billion bikes in the world. Cycling represents one of the most energy-efficient forms of transport ever invented, allowing humans to travel faster and farther while using less energy than walking or running.

But why exactly does pedalling feel so much easier than pounding the pavement? The answer lies in the elegant biomechanics of how our bodies interact with this two-wheeled machine.

A wonderfully simple machine

At its heart, a bicycle is wonderfully simple: two wheels (hence "bi-cycle"), pedals that transfer power through a chain to the rear wheel, and gears that let us fine-tune our effort. But this simplicity masks an engineering that perfectly complements human physiology.

When we walk or run, we essentially fall forward in a controlled manner, catching ourselves with each step. Our legs must swing through large arcs, lifting our heavy limbs against gravity with every stride. This swinging motion alone consumes a lot of energy. Imagine: how tiring would it be to even swing your arms continuously for an hour?

On a bicycle, your legs move through a much smaller, circular motion. Instead of swinging your entire leg weight with each step, you're simply rotating your thighs and calves through a compact pedalling cycle. The energy savings are immediately noticeable.

But the real efficiency gains come from how bicycles transfer human power to forward motion. When you walk or run, each footstep involves a mini-collision with the ground. You can hear it as the slap of your shoe against the road, and you can feel it as vibrations running through your body. This is energy being lost, literally dissipated as sound and heat after being sent through your muscles and joints.

Walking and running also involve another source of inefficiency: with each step, you actually brake yourself slightly before propelling forward. As your foot lands ahead of your body, it creates a backwards force that momentarily slows you down. Your muscles then have to work extra hard to overcome this self-imposed braking and accelerate you forward again.

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Kissing the road

Bicycles use one of the world's great inventions to solve these problems – wheels.

Instead of a collision, you get rolling contact – each part of the tyre gently "kisses" the road surface before lifting off. No energy is lost to impact. And because the wheel rotates smoothly so the force acts perfectly vertically on the ground, there's no stop-start braking action. The force from your pedalling translates directly into forward motion.

But bicycles also help our muscles work at their best. Human muscles have a fundamental limitation: the faster they contract, the weaker they become and the more energy they consume.

This is the famous force-velocity relationship of muscles. And it's why sprinting feels so much harder than jogging or walking – your muscles are working near their speed limit, becoming less efficient with every stride.

Bicycle gears solve this problem for us. As you go faster, you can shift to a higher gear so your muscles don't have to work faster while the bike accelerates. Your muscles can stay in their sweet spot for both force production and energy cost. It's like having a personal assistant that continuously adjusts your workload to keep you in the peak performance zone.

Cycling can be at least four times more energy-efficient than walking and eight times more efficient than running. However, walking sometimes wins out, bicycles aren't always superior.

On very steep hills of more than about 15% gradient (so you rise 1.5 metres every 10 metres of distance), your legs struggle to generate enough force through the circular pedalling motion to lift you and the bike up the hill. We can produce more force by pushing our legs straight out, so walking (or climbing) becomes more effective.

Even if roads were built, we wouldn't pedal up Mount Everest.

This isn't the case for downhills. While cycling downhill becomes progressively easier (eventually requiring no energy at all), walking down steep slopes actually becomes harder.

Once the gradient exceeds about 10% (it drops by one metre for every ten metres of distance), each downhill step creates jarring impacts that waste energy and stress your joints. Walking and running downhill isn't always as easy as we'd expect.

Not just a transportation device

The numbers speak for themselves. Cycling can be at least four times more energy-efficient than walking and eight times more efficient than running. This efficiency comes from minimising three major energy drains: limb movement, ground impact and muscle speed limitations.

So next time you effortlessly cruise past pedestrians on your morning bike commute, take a moment to appreciate the biomechanical work of art beneath you. Your bicycle isn't just a transport device, but a perfectly evolved machine that works in partnership with your physiology, turning your raw muscle power into efficient motion.

CYCLING QUOTES

No hour of life is lost that is spent in the saddle.
Winston Churchill

I promise I will never be in a bicycle race. That I can tell you.
Donald Trump

CYCLING FACTS

The newspaper that founded the Tour de France in 1903, L'Auto, was printed on yellow paper, that's why the race leader wears a yellow jersey.

The same is true for Itay's Giro d'Italia. The leader's jersey is pink because La Gazzetta dello Sport was printed on pink paper.

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MULGA BILL'S BICYCLE (1896)

Banjo Patterson

'Twas Mulga Bill, from Eaglehawk, that caught the cycling craze;
He turned away the good old horse that served him many days;
He dressed himself in cycling clothes, resplendent to be seen;
He hurried off to town and bought a shining new machine;
And as he wheeled it through the door, with air of lordly pride,
The grinning shop assistant said, "Excuse me, can you ride?"

"See here, young man," said Mulga Bill, "from Walgett to the sea,
From Conroy's Gap to Castlereagh, there's none can ride like me.
I'm good all round at everything as everybody knows,
Although I'm not the one to talk -- I hate a man that blows.

But riding is my special gift, my chiefest, sole delight;
Just ask a wild duck, can it swim? A wildcat, can it fight?
There's nothing clothed in hair or hide, or built of flesh or steel,
There's nothing walks or jumps, or runs, on axle, hoof, or wheel,
But what I'll sit, while hide will hold and girths and straps are tight:
I'll ride this here two-wheeled concern right straight away at sight."

'Twas Mulga Bill, from Eaglehawk, that sought his own abode,
That perched above Dead Man's Creek, beside the mountain road.
He turned the cycle down the hill and mounted for the fray,
But ere he'd gone a dozen yards it bolted clean away.
It left the track, and through the trees, just like a silver steak,
It whistled down the awful slope towards the Dead Man's Creek.

It shaved a stump by half an inch, it dodged a big white-box:
The very wallaroos in fright went scrambling up the rocks,
The wombats hiding in their caves dug deeper underground,
As Mulga Bill, as white as chalk, sat tight to every bound.
It struck a stone and gave a spring that cleared a fallen tree,
It raced beside a precipice as close as close could be;
And then as Mulga Bill let out one last despairing shriek
It made a leap of twenty feet into the Dead Man's Creek.

'Twas Mulga Bill, from Eaglehawk, that slowly swam ashore:
He said, "I've had some narrer shaves and lively rides before;
I've rode a wild bull round a yard to win a five-pound bet,
But this was the most awful ride that I've encountered yet.
I'll give that two-wheeled outlaw best; it's shaken all my nerve
To feel it whistle through the air and plunge and buck and swerve.
It's safe at rest in Dead Man's Creek -- we'll leave it lying still;
A horse's back is good enough henceforth for Mulga Bill."

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