

CHATTIN' CHAINS

MARCH 2026



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MESSAGE FROM THE EDITOR

The Club's AGM was held on 4 March. Big changes. Our long-serving President, Nev Taylor, has finally stood down. He stepped back into the role when the Club was in need of a steady hand and now he can step back to concentrate on matters more personal. A sincere vote of thanks was offered at the conclusion of the AGM, and is repeated here. Good fortune (in the year of the Firehorse) to our new President, Patrick Kelly as well as the whole Committee. At the beginning of the ride on Wednesday 11 March, Patrick called for members to consider taking a role on the committee and contributing to the future of the Club.

The bike path behind RAC Arena in the city is currently unavailable to cyclists although there is a route around the front of the site. John Stace has queried why the rear path isn't available, given the RAC's support for cycling, he's yet to get a clear answer. If anyone else feels strongly that it should be available, please contact the RAC (and let me know that you have).

Matters medical. Lyn Barnett has a timely piece on medical services that fall between a scheduled visit to the doctor, and an unplanned visit to the ED. It resonated because I had an incident recently at home where we needed a home visit, but it was out of hours.

Many of our members are also golfers. While I consider myself to be one, my clubs haven't had an airing in a very long time. The golfer in my family is my London-based brother who followed the Tours over many years with his photographer friend, Lawrence Levy. It's a story that might surprise golfers, non-golfers and dog lovers.

There's nothing like other people's photos, other than pet cats and puppies. These photos from John Morhall, Stuart Garner and

Ray Scanlan are members who take the hobby seriously, and I invite other Members to provide me with a selection they have taken over the years. They can be bicycle-related, but they certainly don't have to be.

In the September 2024 edition, Michael Le Page related a talk about cycles in wartime. Here's another story from my source in Scotland.

There are many canoeists among our number. This is a story about St Ayles Skiffs from Nick Sharples who likes messing about in boats. What's the difference between a boat and a ship?

As we publish this newsletter, WestCycle answers the

Government's 'Ride Safe' report on e-mobility safety with a broad four-point action plan and detailed responses to the 33 points raised. Would be interested in your comments.

Advert for tandem. You don't see many around on the bike paths we use, but they're a great way of enjoying what we enjoy but with someone who doesn't wish to ride independently but will help with the pedalling. I know someone ready to take the rear seat.

Finally, I invite contributions and comments: if you have something to share with our members please contact me.

Graham Baws

Editor

newsletter@o55perth.bike



THE CLUB

FROM THE (IMMEDIATE PAST) PRESIDENT

(At last he's gone philosophical)

Cycling isn't just a form of transportation; it's a journey, an adventure on two wheels that combines physical exertion with mental liberation. The wind in your hair (not a problem for some of us), the road unfolding before you, and the rhythmic motion of pedalling create a unique tapestry of experiences that can be both exhilarating and meditative.

Riding your bike is more than a mere activity; it's a philosophy, a way of life that intertwines simplicity with complexity.

BIKE QUOTES

1. Life is like riding a bicycle. To keep your balance, you must keep moving. - *Albert Einstein*.
2. Ride as much or as little, as long or as short as you feel. But ride. - *Eddy Merckx*.
3. The bicycle is a curious vehicle. Its passenger is its engine. - *John Howard*.

4. Nothing compares to the simple pleasure of riding a bike. - *John F Kennedy*.
5. The joy of cycling is the joy of living. - *Unknown*.
6. I don't ride a bike to add days to my life. I ride a bike to add life to my days. - *Unknown*.
7. Pain is temporary. Quitting lasts forever. - *Lance Armstrong*.
8. A mountain is just a hill with an attitude.

Cycling brings its share of challenges, but it also provides endless opportunities for humour and joy. Whether you're riding through city streets or navigating mountain trails, there's always a reason to laugh and enjoy the journey.

My biggest fear is that when I die, my spouse will sell all my bicycles for what I told her they cost.

Nev Taylor

IMMEDIATE PAST PRESIDENT



FROM THE RIDE CAPTAIN: REPORT FOR JANUARY, FEBRUARY & MARCH

January was a more amenable riding month this year; we had just one cancellation due to the very HOT weather, over 38C, and the ride's cancelled!

February sprang into action with the attendance of well over 100 members at our Busselton Camp, enabling many riders to enjoy the different cycling options there. With 27 routes listed on the Club's website, members sought out both well-known rides and made new ones with new coffee destinations.

The AGM has been held; to close one Club Year and move on to the next.

As in previous years, the ride statistics are collected and notated by the Ride Captain. However, as is well known, they are also collated and presented by our Statistician, Cameron Blyth who also posts on the Club Facebook page to keep members informed. I would like to offer a bit more background to this arrangement.



The Ride Captain's job has always been to collect these statistics and report them to the Committee. But these numbers, and who is leading, and tail-ending, allow further interpretation.

Firstly, and quite clearly, the frequency of those members who have led and tailed. We have always known members have done 'huge', or 'lots', or 'some' rides, so we have identified and counted those members' attendances again this year.

Secondly, I can see which group numbers are stable, being at 10 or under, or if groups are continually over the group limit of 10. This is a prompt to see if a solution can be found to reconfigure these groups.

Thirdly, I can see how new Ride Leaders are progressing.

Fourthly, I can see the average riding speeds. This is a very useful tool that enables me to know where to best place new riders, taking into account their riding ability, and matching it to a group's expected ride profile.

I have a history of all rides on a day, which can assist with any number of queries. This is a background to the reasons why ride statistics need to be sent to me at ridecaptain@o55perth.bike

The Ride Team has very much appreciated the statistical work that Cameron provides. It is an excellent arrangement, and we hope it will continue.

GROUP NUMBERS MANAGEMENT STRATEGIES

We still have a problem with group numbers, often being over the Club's guideline number of 10. (See By Laws 2.5)

It is a 'good' problem to have, but it is a problem, nonetheless!

Some suggestions here:

Last year, I rode with all the groups and have to say that the Ride Leaders are all doing excellent work in their role for managing group rides and managing riders.

I asked some, but feel that they would all agree, to being a Mentor for someone who would like to 'shadow' the Ride Leader for practice, to gain experience, and to become more comfortable with leading.

It would be up to current Ride Leaders to ask their group members, to do that 'step up'; to learn from them, from the Club riding guidelines, and from their own riding experience of Club rides.

ie. to think about 'succession' planning, to give it a name.

Strategies 1-3 below, are about the groups' sizes and reducing their numbers to 10 by having more Ride Leaders available.

Strategy 1

If groups are networking with their members, then there is time for everyone to know about the next ride. To either transfer that information by digital means or to simply write out the turns would have a number of people aware of the planned route. This would then allow for a split of the group, and another Ride Leader and Tail Ender.

Strategy 2

If two Ride Leaders worked as a team & both knew the route, then making separate riding groups becomes less difficult on the day.

Strategy 3

Or, simply for everyone to bring a route that they could follow, so if problems arise with leadership and numbers on the day, they could lead.

Of course, when saying Ride Leaders, we are including Tail Enders in these conversations.

Addendum 20 Feb 2026

Club Documents relevant to group riding:

*By Laws 2024

*Group Riding Rules

*Handbook 2025

*Ride Leaders Charter 2025

Sandra Patullo
Ride Captain



FROM THE STATISTICIAN

For 1 Mar 2025 to 28 Feb 2026	
<u>Leader</u>	<u>Number of Rides</u>
Nev Taylor	62
Kay Taylor	53
Peter Mayall	49
Ian Galloaway	47
Patrcik Kelly	47
Richard Archer	46
Don Buchanan	41
Gino Macchiusi	38
Peter Komysan	36
Jerry Lowe	36

Here are some summaries for the year to February 2026, the most recent overall Club figures for ride leader and tailender. Below them are the Busselton results.

For 1 Mar 2025 to 28 Feb 2026	
<u>Tail-ender</u>	<u>Numer of Rides</u>
Graham Baws	60
John Uyen	45
Brian Smith	42
Reg Gaul	29
Helen Watkins	29
Mark Sivyer	29

These are the numbers from the Busselton Camp. They show the most popular destinations and top ride leaders. There were 98 rides in total and 552 riders.

Cameron Blyth
Statistician



<u>Leader</u>	<u>Grand Total</u>
Vicki Wakefield	8
Nev Taylor	7
Bruce Potter	4
Kay Taylor	4
Cameron Blyth	4
Steve Napier	4
Gus Barnett	4
Marylin D'Angelo	4

Starting from Abbey (RAC Holiday Park)	
<u>Destination</u>	<u>Number of Rides</u>
Dunsborough	18
Busselton	11
Annie Brook	10
Port Geographe	10
Goanna Bush	7
Hippo Lakes	7
Yallingup	5
Capel	4



CHRISTMAS PARTY

We've captured a few members, both in and out of the frame.



BUSSELTON CAMP



The Busselton Cycle Camp unfolded as one of the most memorable gatherings the club has enjoyed in years. Riders began rolling into town from Saturday onward, filling the caravan park with the familiar hum of bikes, chatter and anticipation. By Sunday morning, the first official day of club rides, the camp was alive with energy, old friends reconnected and new faces were being welcomed into the fold.

Sunday was a festive start. Happy hour set the tone for the week with a lively Chinese New Year theme. Laughter echoed across the lawn as our MC for the camp, Shirlene, handed out gifts to those born in the Year of the Horse or at least born in the years compatible with the Horse.

Gary Thomas then stepped in to organise the Boules competition, forming teams for the four-day





tournament that would culminate on Friday. The day wrapped up with a long table BYO dinner, where around 60 people shared food, stories and the first of many sunsets.

Monday-Music and Mischief. Monday's happy hour featured the ever-popular John Forde who serenaded the group with ukulele tunes and songs that had toes tapping and voices joining in. Later that evening, Nev and Kay Taylor hosted a lively bingo session in the hub, drawing about 50 enthusiastic participants. The friendly rivalry and good-natured banter made it a stand out night.

Tuesday-Giddy Up. Happy hour began with a surprise entrance. Nev trotted into Happy hour with his "horse" to announce the Giddy Up dance night. The

event was a roaring success thanks to the Triple S Trio Sandra, Sonia and Shirlene, who kept everyone moving with the YMCA, Waltz across Texas, Barn Dance and a collection of line dances led by Nev, Kay, and Sonia. Around 40 people dressed in their finest Western Costume joined in, creating a joyful chaos with laughter, missteps and plenty of enthusiasm.

Wednesday-Breakfast and Jazz. Nev organized a breakfast ride to the Goanna Gallery Café, attracting about 40 riders who enjoyed a scenic morning pedal followed by a relaxed meal among the trees. That evening, happy hour features the smooth sounds of the in-house Jazz Trio, Sam, John and Elwyn, whose music wound through the camp as the sun dipped low.

Thursday: a night to remember. Thursday highlight was a Dinner Dance at the Esplanade Hotel, a well organised event attended by 90 people. The atmosphere was warm and celebratory, with great food, music by Vic and Pearl and the kind of conversations that only happen when everyone is relaxed and happy.

Friday finals and stories. The boules competition reached its climax at 4pm with team "Cliff Richard" (Cliff Miller and Richard Brooks Smith) claiming victory after a week of friendly competition. A big shout to Gary Thomas for his commitment every year to run the Boules and present the Heather Wallace memorial trophy to the winners.



Later Andrew Simpson hosted an engaging interview with George Onley, exploring his life story and career highlights. It was a thoughtful and inspiring session that gave everyone a deeper appreciation for George's journey.

Sincere thanks to our ride captain, Sandra for her important safety message and keeping the ride statistics. Her diligence and care helped to ensure a safe and well-organized ride experience for all cyclists.

Weekend winding down. By Saturday and Sunday, the camp had quietened as most participants began their journey home. The stillness was a gentle contrast to the week's lively schedule

Monday Pearls, Pizza and Playfulness. The final organized event was the much anticipated pizza and Pearls night. Guests arrived adorned in pearls and bow ties, embracing the playful dress code. Graham and Ann Marie Tate took home the Best Dressed Award.

Everyone tucked into delicious pizza, followed by a mini quiz that sparked plenty of friendly competition. The evening ended on a sweet note with ice cream all round.

A special thank you to our MC, Shirlene Scanlan, for her outstanding organizational skills and unwavering dedication. Her meticulous planning and commitment ensured that every event ran smoothly and that all participants felt welcomed and engaged. The O55CC is truly grateful for her invaluable contribution to making the Busselton Cycle camp 2026 a memorable and seamless experience for everyone involved.

Ray Scanlan



MEMORIAL DAY: 25 FEBRUARY 2026



Today, we gather with heavy hearts, but also with deep gratitude for the friends we were lucky enough to share life's journey with - both on and off the road.

For us, cycling isn't just a hobby; it is a bond.

We remember the early morning rides, when the world was quiet and the air was crisp. We remember the laughter and conversation at coffee stops.

The challenging uphill rides and the way we'd cheer each other on when the climb felt endless.

They taught us that the ride was never just about the destination-it was about the company, the shared effort, and the joy of the journey.

They were the ones who would slow their pace, so no one was left behind, who celebrated every finish line, big or small. On those rides, we learned about resilience, friendship, and the beauty of simply moving forward together.

Though their wheels no longer turn beside ours, we will carry their spirit in every ride we take.

Each sunrise on the road, each gust of wind in our faces, will be a reminder of their laughter, their encouragement, and their unwavering companionship.

Each of us has a personal memory of our departed friends, those who rode with us for so many years.

We don't say goodbye today. Instead, we say thank you for the kilometres, the memories, and the love. You will always ride with us, in our hearts and in our stories.



We especially remember those who passed in 2025:

Arthur Leggett

Colin Henley

Cliff Bloxam

Darryl Dunne

Barbara Isle

May the road rise gently to meet them, may the wind always be at their backs, and may we honour them by riding on: with purpose, with gratitude, and with the same passion they brought to every ride.

Rest peacefully, dear friends. Your journey continues through us.

Shirlene Scanlan
Events Coordinator





BRUCE ARMSTRONG

By way of background, Bruce joined the Club in September 2019. He cycled with the Late 3s and dropped into the Late 4s at the beginning of 2021, remaining there until 2023 when he finally retired from the Club. A spill in 2024 put paid to Bruce's cycling. Emeritus Professor Bruce Armstrong has a CV and a list of awards that is extraordinary. I haven't included it here, it covers three pages, but I'd be delighted to forward it to anyone interested. Thanks to member John Stace for bringing Bruce's award to our attention.

Editor

On Australia Day, Professor Bruce Armstrong was one of ten Australians awarded the **Companion of the Order of Australia (AC)**, the most prestigious of all the

Honour awards. Bruce had a life dedicated to cancer research and cancer screening.

Bruce spoke with the ABC, saying that helping the community had been his life's pleasure. "The reason I did the research was because I thought it was going to be useful ultimately to improve the health of the community", he said.

Now 81 and experiencing the early stages of dementia, Bruce is no longer consulting and is focused on keeping physically and intellectually active.

He said "I hope that people can see that there is life after the diagnosis of dementia." Great advice!

Congratulations, Professor Bruce Armstrong!





CYCLING

MEDICAL ADVICE – THE OTHER GAP

Dear Readers

Your next task in 2026 is to go to your AI friend, Co-Pilot on your computer although your computer may call it by another name. Now ask this question:

Where are the emergency doctors and emergency clinics closest to Xxxxxxxx (your area/suburb).

You will come away with at least two pages of important information:

Urgent Care Centres

Urgent Care Clinics

Dial a Home Visit Doctor

Private and public hospitals

You will get the location of each, their hours, what they are ideal for and which ones bulk bill.

This will give you a clear idea of the medical help available and enable you to choose the right option quickly. This information can be used when the matter is not life-threatening or when an appointment with your own doctor cannot be made any time soon.

Now fix it to your notice board, fridge, or tape it on the back of your kitchen cupboard door.

You all know the triple-O call gets you a doctor, ambulance, police or fire officer quickly, but for the times when you need urgent care that's not life-threatening, this small piece of homework will save you a lot of heartache.

Lyn Barnett

FROM CLUB MAPS TO YOUR RIDE COMPUTER

After meetings of members last year, requests emerged to help people understand how to use their devices for riding the routes from the Club Maps Library on the website.

However, it soon became apparent that there are numerous devices for maps and there are numerous devices for displaying the maps when riding.

To that end, the suggestion was to use AI to provide instruction for all the different combinations that might occur.

Below, is an EXAMPLE of what can be done with Microsoft's Copilot to solve this problem. In response to my query for transferring cycling routes from a website on my Samsung Galaxy A54 5G to my Garmin Edge 1040 it generated the following.

The best method depends on which website you're using (Ride with GPS, Komoot, Strava, Plotaroute, etc) and whether the site supports direct Garmin syncing.

The core requirement is that your Edge 1040 must be paired with your phone through the Garmin Connect app, not through Bluetooth settings. Once paired, Garmin Connect becomes the bridge that delivers routes to your device. 1

★ **The simplest method** **(works with most route websites)**

Use Garmin Connect on your phone to import the GPX/FIT file.

1. On your phone, open the website with your route.
2. Look for an option like Download GPX, Export, or Download FIT.
3. Save the file to your phone (usually appears in the Downloads folder).
4. Open the Garmin Connect app.
5. Go to More → Training → Courses.
6. Tap Import (or the "+" icon) and select the GPX/FIT file.
7. Once imported, Garmin Connect automatically syncs the course to your Edge 1040 over Bluetooth/Wi Fi.

This method works universally because every mapping site can export GPX.





★ **If you use Ride with GPS
(very common for cycling clubs)**

Ride with GPS has a built-in Send to Garmin feature.²

1. Install the Ride with GPS app on your phone.
2. Make sure your Garmin Connect account is linked (one time step).
3. On the route page, tap Send to Device → Send to Garmin.
4. The route is automatically pinned and synced to your Edge 1040.

This avoids downloading files manually.

★ **If you use Komoot**

Komoot also syncs directly to Garmin:

1. Install the Komoot app.
2. Link Komoot to Garmin Connect IQ.
3. Mark a route as Planned or Completed.
4. It appears on your Edge under Courses.

★ **If you use Strava**

Strava syncs starred routes automatically:

1. In Strava, open the route → tap Star.
2. Garmin Connect syncs it to your Edge 1040.
3. On the Edge: Navigation → Courses → Saved Courses.

Using AI is possibly daunting at first, but using it can provide very easy instructions.

The AI alternative to Copilot (in Office365) on Android systems (like Samsung), is Siri and Chat GPT in Apple systems.

If you ask AI for instructions, using your own phone details and your own map device details instead, you will receive the relevant information to enable you to move the route information from one to the other.

If this is not making too much sense, you can turn to those “Support Devices” known as grandchildren!

Last word is from AI – “Which website are you getting your routes from?”

“If you tell me the specific site (being Ride with GPS, Komoot, Strava, Plotaroute, MapMyRide, etc), I can give you the exact steps for that platform so it’s quick and seamless on your phone device (eg.Samsung A54)”

References (2)

1 Edge 1040 Owner's Manual - Pairing Your Phone - Garmin. <https://www8.garmin.com/manuals/webhelp/GUID-0083D0A0-EA6E-41F0-8207-3F1498875E61/EN-US/GUID-5CAE6B1A-C3A6-411C-8712-DC735FB8A5FA.html>

2 Send to Device - Ride with GPS Help Center. <https://support.ridewithgps.com/hc/en-us/articles/7135435357851-Send-to-Device>

★ **USB cable method (offline, no apps needed)**

If you prefer a direct transfer:

1. Connect the Edge 1040 to your computer (not your phone).
2. Download the GPX/FIT file from the website.
3. Copy it into the Garmin/NewFiles folder on the device.
4. Disconnect safely; the Edge converts it into a Course.

This is ‘old school’ but a very reliable method.

★ **Before any of these will work: pair your Edge 1040 correctly**

Garmin requires pairing through the Garmin Connect app, not through phone Bluetooth settings.

The Edge 1040 shows a QR code during setup; scanning it pairs the device and enables automatic syncing of courses.¹

If you ever need to re-pair:

- On the Edge: Swipe down → Phone → Pair Smartphone.





WHAT I DO WHEN I'M NOT CYCLING

I take photos

Here is a selection of photos from three of our members. If you've got some pics you're proud of, and want to share them with your fellow members, let me have them for the next newsletter.

Editor

JOHN MORHALL Here's my five.



Clockwise from top left

Herdsman Spoonbill

Swan River bored meeting

Floreat Beach

10% of a Greenland Iceberg

Rottneest Flasher



RETURN TO CONTENTS





RAY SCANLAN

Applecross by night.

Decided to do some night photography as the local council put on a strobe lighting effect night next to the South of Perth Yacht club area and I took advantage of the opportunity.



Balliu Gravel ride

This is an annual event run by Bike West that Shirlene and I volunteered to assist with. There were around 500 cyclists involved split into various distance challenge groups. We were allocated a pit stop approx 40 kms from the start line and we supplied the riders with water, hydrolyte drinks plus bananas, energy bars, and lollies.



Black Hole.

Being house bound during Covid I filled in time by doing some water drop photography and after many hours of trials and tribulations eventually finished with this result. It won Gold at my Camera club competition.





Ready to ride.

We took our Grandson caravanning with us to Yanchep National Park to ride our bikes around the area. This Ring Neck was right alongside our caravan at happy hour waiting to RIDE!!

Monitor.

We went to Perenjori on a wildflower trip for a few days. On day three we decided to drive roughly 50 kms out to the Karrara Rangelands National Park. While driving along the dirt road in the park we noticed this Monitor running alongside the road. I stopped to take a photo, and it ran off into the bush, so we quickly tracked it down by its footprints and it stayed still long enough to get the photo. A very rare sighting of a monitor this size.



STUART GARNER

Parliament House in Canberra, framed by my Brompton bike.





Para-Cycling event on Australia Day, Sydney 2025.

A cyclist in Chiang Mai – suitcase in tow.



The National Road Cycling Championship in Perth, 2025.





A girl on her mobile phone in a Melbourne laneway with a lovely mural in the background.

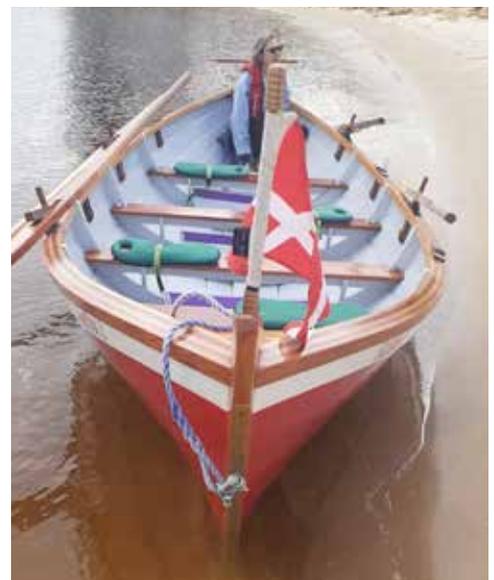
THE WORLD OUTSIDE

ST AYLES SKIFF ROWING

I was out cycling one Saturday recently with the E3.5s. When at coffee, the prospect of another ride was discussed for Sunday. I replied that this was a good idea, however I was committed to rowing a St Ayles skiff the following morning. This spurred some discussion as I attempted to explain to the group what skiff rowing is all about. This made a welcome break from the routine “Trumpisms”.

The St Ayles Skiff is a 22 foot (6.7 m) seaworthy rowing boat designed by an Australian, Ian Oughtred, in 2009 for the Scottish Coastal Rowing Project. The design was based on the original Scandinavian boats. The purpose of the project was to encourage coastal communities to hold rowing competitions and to promote community participation. The skiffs are available in kit form constructed primarily from marine plywood but locally sourced timber is also used. The spiritual home of St Ayles is in Anstruther, Fife, in Scotland.

There are over 300 St Ayles Skiffs in use worldwide, primarily in the UK and Australia. In WA there are now nine boats. The rowing style is fixed thwart





(seat) with four sweep-oar rowers and a coxswain.

On the Swan River there are two boats at South of Perth Yacht Club, two at Royal Freshwater Bay Yacht Club and one in Fremantle (rowed by army veterans). There are others in the Southwest at Nannup, Margaret River, Albany and Augusta. These boats are relatively easy to row and are available to all yacht club members. The boats have been built by the club members.

At South of Perth YC we row on Sundays and Tuesdays. The similarity to cycling is that we always stop for coffee and a chat amongst like-minded souls. In our case, our regular stop is at the Rowing Pavilion at Canning Bridge, or Dôme at Deep Water Point. We have also rowed with other boats at East Fremantle, Freshwater Bay, Augusta and Albany.

So there you have it. It's not just cyclists who stop for coffee and a chat; there are St Ayles Skiff rowers also out there floating issues and fixing the world's problems.

Nick Sharples





A GOLFING STORY

Published in *Golf.com* by **DAVID FEHERTY**

Published: **Friday, January 12, 2007**

(please note the date this was written)

Virtually anyone who has been interested in golf over the last 25 years has seen the photographs of Lawrence Levy, who died of cancer six years ago next month. This is really a tale of a photographer and his friend, because Lawrence was seldom seen without Howard Baws by his side. Together, these two idiots travelled the world for years, with Lawrence splitting his time between taking pictures and working with various children's charities, and Howard splitting his time between cooking in boxer shorts and finding creative ways to look busy while doing absolutely nothing. Lawrence and Howie were a perfect example of what happens when independently wealthy meets certifiably insane. This was a strange chemical reaction.

They were great friends of Laura and Greg Norman, loved by Payne Stewart and many other players, and there is not a photographer who was out there with them that does not have a story to tell.

Sadly, Lawrence did not get to grow old, but it's a blessing to all of us who knew him that he didn't get to grow up either. Photographers carry a lot of very valuable equipment, and frequently rely on their colleagues to guard their gear. One of Lawrence's favourite tricks was to take an occasional photograph with his friends' gear. Unfortunately for those friends, the subject of these photographs was invariably the dangly bits of one Howard Baws. Over the years, Lawrence's work in this area was prolific and led to the naming of Howard's privates.

"Little Milton" made many a surprise appearance and Howie claims that whenever he was presented with one of these images, he could always tell how old he was at the time simply by counting the rings, rather like a tree. Lawrence felt that no human had that kind of eyesight.

The most unfortunate recipient of one of these gifts was Dave Cannon of Allsport who, after landing his first contract to work for an American golf magazine, was excited, to say the least. His first submission was a rush job, and he had no time to check his work. Fortunately, the boys on the cutting room floor were already familiar with Lawrence's work, and no harm was done.

My favourite tale of these two took place in southern Spain where, at a European Tour event, they shared a room at a beachfront hotel. It was very early one morning when Howard, who is an occasional sleepwalker and a frightening sight when naked, got up, still fast asleep, and decided that the balcony was as good a place as any to relieve himself.

As fate would have it, upon this particular morning, a large family of German tourists was having breakfast at a big circular table on the pool deck below. There were kids, a Chihuahua named Fritz, grandparents, cousins, aunts, uncles—the lot. About 12 of them in all, and none of them were over the moon when it became apparent that H. Baws, Esq., was raining on their parade.

Of course, Howie was totally oblivious, and seconds later he was back in bed, snoring like a water buffalo. In a few moments, a loud hammering on the door awakened Lawrence and when he opened up, he had no idea what the hotel manager was yelling about.

Naturally, Howard was horrified when he learned what he had done, and being a man of great character, he wanted to make amends. So he immediately jumped into the shower, got dressed, and rushed downstairs to apologise, pausing only to pick up a couple of bottles of Dom Perignon on the way. The family by this time had been relocated to the conservatory, where they sat, in a state of shock, on large wicker sofas. Howie strode up to manfully face the music, apologising profusely, and offering the champagne as a token of his sincerity.

The atmosphere softened a little after the first pop of the cork, and everything looked as if it were going to turn out swimmingly, until Howie, who wears a size XXL, sat down heavily beside the grandmother, killing Fritz the Chihuahua instantly.

Needless to say, the fizz immediately went out of the champagne breakfast. But the bubbles never seemed to leave Lawrence and Howie. They were inseparable mates, Lawrence working the cameras and Howie working the clubhouses and hospitality tents, continually showing up in places where he had no right to be. Lawrence died in Howard's arms, but only after Lawrence played his last and greatest practical joke. Knowing full well that Howard had never done a day's work in his life, Lawrence asked Howard to take charge of his beloved charity outing, a once-a-year vacation for about 30 children suffering from cystic fibrosis. Howard has taken up the slack, safe in the knowledge that somewhere Lawrence is still laughing at him.

Lawrence and Howie represented the best about those of us who cover golf for a living, and we wouldn't have had them any other way. After all, we're just a bunch of vagabonds who bring you words and pictures. We just dress a little better than your average hobo, that's all. All of us except Howard, that is.

David Feherty

ARMY CYCLIST CORPS



The Army Cyclist Corps was a corps of the British Army, active during the First World War, and controlling the Army's bicycle infantry.

History and Formation

Volunteer cyclist units had been formed as early as the 1880s, with the first complete bicycle unit (the 26th Middlesex Rifle Volunteers) being raised in 1888.[1] Cyclists were employed on an intermittent basis during the South African War – whilst they were not deployed as organised combat formations, the bicycle was found to be invaluable for reconnaissance and communications work, being lighter, quieter, and logistically much easier to support than horses. When the Haldane reforms in 1908 reorganised the volunteers into the Territorial Force, nine battalions of cyclists were formed - one from the 26th Middlesex, five from volunteer infantry battalions, and three newly raised.

- 10th (Cyclist) Battalion, Royal Scots[2]
- 8th (Cyclist) Battalion, Northumberland Fusiliers;[3] later the Northern Cyclist Battalion[4]
- 6th (Cyclist) Battalion, Norfolk Regiment[5]
- The Essex and Suffolk Cyclist Battalion[4]
- 5th (Cyclist) Battalion, East Yorkshire Regiment[6]
- 7th (Cyclist) Battalion, Welsh Regiment[7]
- 8th (Cyclist) Battalion, Black Watch (Royal Highlanders); later the Highland Cyclist Battalion[4]
- 6th (Cyclist) Battalion, Queen's Own (Royal West Kent Regiment); later the Kent Cyclist Battalion[4]
- 25th (County of London) Cyclist Battalion, London Regiment (from the 26th Middlesex)[1]

A tenth, the 7th (Cyclist) Battalion, Devonshire Regiment, was raised later in 1908;[8] in 1910, the Essex and Suffolk Cyclist Battalion split into the 6th (Cyclist) Battalion, Suffolk Regiment,[9] and the 8th (Cyclist) Battalion, Essex Regiment,[10] in 1911, the 9th (Cyclist) Battalion, Hampshire Regiment[11] and 6th (Cyclist)

Battalion, Royal Sussex Regiment[12] were formed and, in early 1914, the Huntingdonshire Cyclist Battalion was formed.[13] On the eve of the First World War, the Territorial Force thus stood at a strength of fourteen cyclist battalions. Ten of these were Territorial battalions of regular infantry regiments, whilst four – the Northern, Highland, Kent, and Huntingdonshire Cyclists – were independent battalions without regimental affiliation.

Wartime service

The headstones at Vandières of R.S. Caldwell (aged 24), J.H. Wain (age 27) and A. Norris, are members of the Army Cyclist Corps who died in June 1918.



In accordance with the Territorial and Reserve Forces Act 1907 (7 Edw. 7, c.9), which brought the Territorial Force into being, the TF was intended to be a home defence force for service during wartime and members could not be compelled to serve outside the country. However, on the outbreak of war on 4 August 1914, many members volunteered for Imperial Service. Therefore, TF units were split in August and September 1914 into 1st Line (liable for



overseas service) and 2nd Line (home service for those unable or unwilling to serve overseas) units. Later, a 3rd Line was formed to act as a reserve, providing trained replacements for the 1st and 2nd Line regiments.[14]

On the outbreak of the First World War, the cyclist battalions were employed on Coastal Defences in the United Kingdom. Their role was considered to be so important that, initially, none of them were sent overseas.[2] In 1915, the Army Cyclist Corps was founded to encompass these battalions; it later extended to cover a dozen more battalions raised from second-line yeomanry regiments which had been converted to cyclists.

Most units of the Corps served out their time in the United Kingdom, providing replacement drafts to infantry battalions; some were converted back to conventional infantry and saw active service, such as the Kent Cyclists (on the North-West Frontier) or the 2/10th Royal Scots (in northern Russia).[2] Cyclists, as well as cavalry, of the British Salonika Army were used to patrol villages in the Struma Valley (in southwest Bulgaria, extending into Greece), in order to deny them to the Bulgarians and Turks.[15][16]

Formed units of the Corps were not sent overseas; this was done in small groups of men, with the divisions possessing individual cyclist companies and composite battalions later formed at corps level. These were rarely committed to action, rather being held back in preparation

for the resumption of "normal" mobile warfare. Cyclists were employed in combat, but in conditions of trench warfare they were generally found to be ineffective. In 1918, however, with the deadlock of the trenches overcome, cyclists once more proved invaluable for reconnaissance.

Two battalions, 25th (County of London) Cyclist Battalion and the Kent Cyclist Battalion fought in the Third Anglo-Afghan War.

FROM LADYBANK WAR MEMORIAL

Name Peter Alan Haxton

Service no: 646PTE

Regiment: IX Battalion Army Cyclist Corps

Died: 30 Mar 1918

Place: France

Cause of death: Killed in action

Birthdate: 6 Oct 1889

Birthplace: Hill Street, Ladybank

Age: 28

Family: James Haxton (dresser in linen factory) and Margaret ms Allan.

Hugh Hoffman

Ladybank, Fife





THE VICTORIA PARK MEN'S SHED

I thought that Men's Sheds (or Community Sheds) would be of interest to our members for a variety of reasons. Member Dominique Fischer is the Secretary of the Victoria Park Men's Shed and a retired professor of the dismal science. This piece is based on a Curtin Radio interview (I had some difficulty transcribing it, apologies if I have misrepresented Dominique). Curtin Radio has reported on Men's Sheds quite a lot over the years.

Editor

The success of Men's Sheds is proof that they are effective for people who have had great careers and busy physical working lives, but then stop working. This change can affect their mental health.

For a person who retires at 65, by 68 they would have died or be an alcoholic, joining a Men's Shed is a great idea. Men are not really good at communicating face-to-face. The Australian Men's Shed motto is 'Shoulder to shoulder'. You get together, do things together, and it should have a therapeutic effect.

There are three questions behind the establishment of Men's Sheds that exist across the Anglophile world.

Were they started by a man or a woman? The answer is a woman, and not a wife who wanted to get her recently retired man out the house, but a daughter who saw the need in her father, to get him out of his man cave.

How many are there worldwide? Over 3,000 with over 1,300 in Australia. Worldwide there's around 100,000 members.

And where is the biggest shed? The answer is in Ireland!

In the Victoria Park Men's Shed we have a woodwork and metalwork shop and a large garden. It's the smallest (and cheapest) Men's Shed in WA. The state has 182 sheds with over 7,000 members, Fremantle has 350 members. Our shed is now open seven days: 8:30 am to 5 pm because we are trying to encourage younger members, men who are still working and who can only attend at the weekends. Men's

Sheds suffer from the same problem as many clubs: an ageing membership, our average age is 73, one member is 90. The range is between 70 and 80.

Some younger members come at the weekend because they have a specific project to work on. All sheds have the same issue.

Our garden is not yet successful. I've spent two years building the garden but we only have two active gardeners. It's a huge garden. We could grow some illegal stuff very profitably! Actually we're completing the reticulation and also the shading. We grow what we can and it goes to the members and to the local school. The garden is marginal, the main activity of the shed is the workshop. There's 10-15 qualified active members that do a lot for members and for the community.

We make things for the Town of Victoria Park, for the schools, for the Art Centre. We do community work as much as we can.

You don't have to be qualified to become a member, all are welcome. Just come to the shed at smoko time, 10 in the morning and we'll show you around. Being on PCYC and school grounds, members have to take a police check. We're at 51 Anketell Street, Kensington.

There is one elephant in the room. Women! This shed only admits men although many others do admit women. There is associateship membership for women with limited access times. Currently there are no female members.

There are mental health benefits. Dep of Health studies in 2019 and 2022 confirmed that sheds have beneficial effects but are not a substitute for proper mental help. We provide mateship but of course not professional help. Don't Google us, come and visit us.

Dominique Fischer

TANDEM ADVERT - SEEN IN BUSSELTON



While I was in Busselton at the Club camp, I came across this tandem that the owner was desperate to sell. I visited the owner and test rode it but didn't buy it because of the number of bikes I already own (in spite of 'n+1'). The bike appears basically sound and I believe the owner will take an offer. I reckon it's worth \$1,000, but the owner may take less.

Alan Naber

Bike Friday, folding tandem. Folds to fit in a car boot. It's fitted with an e-motor and comes complete with the original non-motor wheel.

If you are interested, please contact Alan Grainger:

Mobile: 0437 487 563

Address: 1/7a Hasley St, South Bunbury 6230