



The Perth to Laverton Cycling Classic

**09th Sep - 16th
Sep (Riding)**

+

**17th-19th Sep
(Laverton
experience)**

RIDER INFORMATION PACK



www.cyclingdevelopment.org.au



MAKE

Youth Mentoring

A

Community Development

DIFFERENCE

INTRODUCTION

The Perth to Laverton Cycling Classic (PLCC), now in its fifth year, is an annual charity cycling event conducted by the Cycling Development Foundation (CDF). Supported by its service provider (ExInst.) in 2023 it will be an 11-day event with riders cycling over 1100 kms in 8 days. This provides an introduction to Aboriginal culture by way of talks and tours in the territory we pass through, and on the final days allows riders to assist in training/mentoring Laverton children as part of the Laverton Cycling Project (LCP).

In addition to long days in the saddle, cool nights, camping in comfortable grounds with great facilities, pub meals and some BBQ nights, we will introduce riders to members of the Badimia and Wongatha Aboriginal groups.

OBJECTIVES

To improve awareness of Aboriginal culture.

To raise funds for the LCP in order for programs to run throughout the year.

To share the joy of cycling with likeminded cyclists.

ENGAGEMENT WITH COMMUNITY

The CDF have been hosting cycling programs in Laverton since 2018. In this time, we have provided bikes for use in the youth centre; run workshops with children to develop bike fitness; and enhance bike safety and maintenance; all the while building relationships and trust in a safe environment. The PLCC has provided a platform to introduce Perth based cyclists to an ongoing program that provides mentorship and enhances bike skills.

Our feedback from riders on past rides has been that talks by Elders of the Badimia group (Dalwallinu to Mount Magnet), and Laverton day in the bush with Wangai elders have been well received.

WHAT IS PROVIDED

This event showcases what is best about supported road cycling. Riding in a supported environment, not having to worry about preparation on the day, and experiencing the stark beauty of the WA outback by literally living and breathing the bush.

The accommodation blends a mixture of outback hospitality and comfortable camping grounds. Beds are even available at some sites! You will not be roughing it (well not too much). Tents and mattresses are provided, with each site incorporating toilets and showers with most sites offering laundry facilities. Riders are expected to assist in assembling and dismantling tents but will be offered assistance if required. Each rider must bring their own sleeping bag & small pillow (swags etc cannot be accommodated as they are heavy and take up too much space). All breakfast, lunch and evening meals (although not evening drinks) are provided, along with snacks and rehydration drinks for cycling during the day.

Riders will also be provided with a riding kit and branded casual T-shirts.

In addition, a 3 month training option is provided and tailored to your fitness level with courtesy of the Exercise Institute.

RIDER COSTS

Registration (11 days)	\$2,500
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Paid in full by 1 August 2022.

Payment of a \$500 deposit (deductible from the \$2500) within 7 days of submitting a rider application form will secure a place on the ride.

Fundraising amount (11 days)	\$3,000
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Raised in full before the event and paid into a PLCC fundraising account at the Australian Sports Foundation (ASF) by 1 October 2023. Tax deductibility details be read here <https://asf.org.au/donor-info/> Each cyclist is expected to fundraise at least this amount either by way of individual/small group endeavours or collective events.

Part of the distance

Riders who are unable to attend the whole event but want to partake in part of the ride or Laverton experience, please contact us. In the past we have been able to accommodate riders on a pro rata basis to either complete the first half of the ride or to join the ride part way through and complete it. However, it is important to note that we are only able to provide return transport from Laverton to Perth.

FUNDRAISING

Each rider is required to raise a minimum of \$3,000 in donations.

The first step is setting up your fundraising portal here:

<https://asf.org.au/projects/cycling-development-foundation/perth-to-laverton-cycling-classic-2023>

Scroll to the bottom and click sign up. Add your introduction and a photo and you'll be all set. You'll be sent a link to your email address that you can share with your friends and family and on social media.

Once you've got your portal set up, you can look at other fundraising options - these could include Raffles, Curry Nights, Bake Sales, Quiz Night, Art Exhibition, Morning Tea, Dinner Party, Car Wash, Barbeque, Cocktail Evening, Wine and Cheese Night, Karaoke, Bike Rally, Card Night. The options are only limited by your imagination!

Refer to the Fundraising Guide for more ideas and information.

TRAINING PROGRAM

EXERCISE SCIENCE BASED RIDER TESTING & TRAINING

Through PLCC partner, Exercise Institute, access to premium exercise testing and training will be made available. Regardless of ability level, riders will be able to train 'their physiology' at a cycling specific facility in Subiaco initially, before engaging in regular weekly on road training

What's included?

- A 1-month initial comprehensive training package (included in the registration fee), involving baseline VO2 Max power testing and subsequent training at precise intensities for your own fitness level. Exercise Institute aim to improve each rider's fitness by 5% every month across measurable metrics.
- Organised group training sessions with all PLCC riders in the months preceding the event, where groups will train for distance and endurance to be able to meet the daily distances required during the event.
- Advice around your own training requirements and needs between these key sessions mentioned above.

It is strongly recommended that all participants adhere to the training schedule for best outcomes on the event.

Why is this important?

- Exercise Institute can re-test an individual monthly to measure and track aerobic fitness improvements. You can expect an average fitness advancement of 5%. However, we have also seen improvements of as much as 27% within a 1 month training period at the Institute.
- The testing and training can adequately prepare you for the event and allows the Institute to ensure each individual is grouped at training sessions based on ability level.
- Most importantly, the fitter the body the more enjoyable the event will be.

DAY 1



Saturday September 9, Bayswater – Moora – 163kms.

Our journey begins from Joan Rycroft reserve in Bayswater. From Bayswater, we take the cycle path to Muchea.

Morning tea will be provided by the Country Women's Association at the Lower Chittering Hall.

Moora is the traditional home to the Yued Noongar people- a family group that is one of the thirteen Noongar language groups that occupied the fertile triangle of South Western Australia. The townsite of Moora was gazetted on April 12, 1895. The name Moora is believed to have been an adaptation of an Aboriginal name for a well about 3/4 of a mile due west of the Moora Post Office - Moira Well.

Our accomodation is the Moora Shire Caravan and Chalet Park. Chalets may be available at an extra cost (POA)



DAY 2



Sunday September 10, Moora - Dalwallinu - 125 kms

The route today takes us east on Midlands road to the Great Northern Hwy, through Bindi Bindi and Ballidu; then we turn north onto Northam-Pithara Road through the Damboring Nature Reserve to Pithara, before continuing on for another short 14 km on the Great Northern Hwy into Dalwallinu.

The area surrounding Dalwallinu is a wheat and sheep producing area and the town marks the beginning of West Australia's 'Wildflower Way.' The wildflower season extends from July to October. September is wattle season, a time when Dalwallinu hosts a week-long Wattle Festival.

The Badimia and Karlamaya were the original inhabitants of this land. Dalwallinu is thought to be an Aboriginal name meaning grass land or good land. From the early 1870's the Badimia were forced off their land and had to adapt to the consequent impact of this loss on their culture and relationship to land.

We set up camp at the Dalwallinu Caravan Park and after a shower we will have dinner prepared by the traditional owners of the area who belong to the Badimia Bandi Barna Aboriginal Corporation (BBBAC). Dinner will be followed by a short talk by members of BBBAC about their country and culture.

Alternative accomodation may be available at Dalwallinu Hotel/Motel, Wheatland Motel, The Old Convent or the Wubin Hotel (POA).



DAY 3



Monday September 11, Dalwallinu – Charles Darwin Reserve – 121kms.

Back on the road and we head to Wubin, where we join the Great Northern Highway, here we start to get a feel for the outback.

Gentle rolling on the bike & Wildflower beauty at the Reserve.

The Reserve is managed by Bush Heritage Australia "for conservation and works in partnerships with Aboriginal people and the agricultural sector, to protect our irreplaceable landscapes and our magnificent native species forever".

The size of the reserve is equivalent of the size of Singapore, yet only 1 person is officially registered to live on this land. Tranquility and nature at its best!



DAY 4



Tuesday September 12, Charles Darwin Reserve/Paynes Find - Mt Magnet 146kms

We will get transported to Paynes Find, where we will start our journey after a nice coffee. The town is a former goldrush town named after a prospector Thomas Payne. He was first to register a mining lease with the Mines Department. Rumour has it that Thomas picked up a rock to throw at a crow only to discover it was a gold nugget! The town flourished in the 1930's but today has a fuel stop, caravan park and a few old buildings.

The area from Lake Moore, located south of Paynes Find is where the Badimia hunt, collect bush medicines, and teach their young about country and culture. There are sacred places in the area that have been used for centuries for traditional ceremonies.

Our cycling consists of a day of heading north on the Great Northern Hwy.

We arrive at Mt Magnet sometime in the afternoon in time for a shower, set up the tents and then a tour of the Granites by another Elder, this time from northern Badimia family groups.

The Granites are a significant cultural place for the Traditional Owners, and we will hear stories of this ancient land.

Mt Magnet is a gold mining town with its famous Hill 50 mine located south west of the township. Gold was first discovered here in 1891 soon after pastoralists had walked their sheep into the area in the 1870's. The present gold mining operations were commenced in the 1980's by Western Mining and are presently operated by Ramelius Resources.

Various styles of accomodation in units may also be available (POA).



DAY 5



Wednesday September 13 Mount Magnet – Sandstone 155Kms

Today we pass through mining and pastoral country of the Murchison District heading east on the Mt Magnet – Sandstone Highway.

There were two groupings of Aboriginal language groups that lived in the Sandstone district. The Wongi in the eastern half and the Yamatji in the western half. There are definite signs of an Aboriginal presence in the district. These include hand stencils on rock formations, old camping grounds, stone cairns and the evidence of flint tool making. Gnamma holes, natural cavities found in hard rock, which served as sources of water, have also been discovered throughout the district. They were more recently found by farmers when their stock fell into them. Sadly, many of these holes have been filled in.

Sandstone was one of WA's first gold mining towns, gold discovery was registered in 1895. There are a number of small historical gold mines in the area but no current active operations.

Accommodation will be the Sandstone sporting complex, with a barbeque dinner. Alternative accommodation may be available at the National Hotel.



DAY 6



Thursday September 14, Sandstone - Leinster - 153 kms

As we head east the terrain and colours change. Throughout the area natural rock formations, or breakaways contrast dramatically with the rust-stained sandstone landscape which gives the town its name. The mainly flat surroundings and the distant horizons give the impression of a very large sky, which provides that wide open and free feeling which one can only experience in the true outback.

We pass by the Agnew gold mining operations of Goldfields; whose waste dumps are clearly visible on the south side of the road.

We camp the night at the Leinster Caravan Park. Alternative accomodation may be available at the Leinster Tavern Gold n Nickel Bar & Bistro (POA).

Dinner will be at the Golden Nickel Tavern.



DAY 7



Friday September 15, Leinster – Leonora 136 kms

Leinster's only residents are all employed by BHP. This is a nickel mining town.

This morning a surprise awaits us – a coffee shop! Operating only 2 days a week we are fortunate enough to be here on one of those days, but we need to be early its operating hours are from 04.30 – 9.00.

Our road heads south on the Goldfields Highway.

Gold was first discovered in Leonora in 1895 and by 1896 a Sons of Gwalia mining operation commenced 5km south of Leonora with a small township called Gwalia. In its early years, in 1898 the young mine manager was an American mining engineer Herbert Hoover who later became the 31st President of the United States of America (1929-33).

The underground mine was the deepest gold mine in Australia at 1.2 kms when it closed in 1963 after the extraction of 2 million ounces of gold. Underground mining operations recommenced in 2000. It is now operated by Barbara Mines from a decline extending 1600M below surface level. It remains the deepest underground mine in Australia and still has reserves in excess of 2 million ounces.

We camp the night at the Leonora Caravan Park, with dinner at The Whitehouse Hotel. Some cabins or single rooms may be available (POA).



DAY 8



Saturday September 16, Leonora - Laverton 125 kms

We are now in the Goldfields, home to the Wongatha people who are active in traditional customs and lore. During the early 1900's missionaries from New South Wales came to Western Australia to establish an area that is now known as the Mount Margaret Aboriginal Community, located close to Laverton.

We head east on the Laverton Leonora Road and when we see the sign to turn right to Laverton our extraordinary journey is almost done, a mere 20 kms to go!

The town's biannual Laver-Fest will await us on that day, a nice gathering of people, music, foods and market stalls - it's always a treat!

Camping is in the Laverton Camping Ground, and dinner for the next 4 nights is a combination of barbeques and at the Desert Inn Hotel. Donga accomodation may be available at the caravan park (POA).



DAY 9



Sunday September 17 Laverton

Gold was first discovered in the district in 1893 and led to development of large underground mines at Lancefield and Mt Morgans. Laverton district has several large operating gold mines- at Granny Smith and Wallaby (Goldfields Australia), and Sunrise Dam (AngloGoldAshanti), located south of Laverton beside Lake Carey. A large gold mining operation has recently started at Gruyere (Goldfields-Gold Road JV) located north east of Laverton. All are FIFO operations. Greg Hall was an exploration geologist in the Laverton area and was responsible for the discovery of the Granny Smith deposit.

Laverton has a history linked to cycling. In 1896 Dr. Charles Laver, a humanitarian and mining entrepreneur, rode his bike from Coolgardie to the site which is now the town of Laverton. There he treated Aboriginal people and miners, and established the Laverton Hospital. A statue of Dr. Laver and his bike is erected on the old main road.

Today we have an excursion with some Laverton Elders.



DAY 10, 11 & 12



Mon & Tues - September 18 & 19 Laverton Cycling Project

The Cycling Development Foundation have been running cycling programs in Laverton since 2018. From building bikes to indoor training, on road cycling and bike repairs. Today we invite you to join in this program. We have found the children to be enthusiastic participants. With many helping hands we will be able to repair bikes and take groups out for some cycling experiences, as children build confidence and skills.

Some cyclists may elect to take the airplane back to Perth on this day.

Wednesday September 20

For those who remain - a long car transfer back to Perth, via Kalgoorlie.



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