

# THE CHAIN LETTER

Newsletter of the CYCLE TOURING ASSOCIATION OF W.A. (INC.)

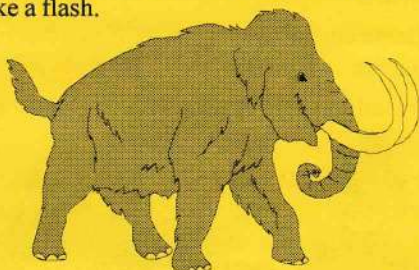
July/August 2000

Issue 153

## Wild and Woolly Progressive Dinner

The meeting point was at Janet's house and after getting the address wrong and knocking on the wrong door, Janet's house was soon found. The obvious way was to follow the smell of Janet's soup cooking. As I had tried this culinary delight before, I was eagerly awaiting to taste this delight again.

People started arriving dressed in their heaviest, woolliest jumpers, of course I was confused by the need for such extreme measures in our warm climate. Soup was served with bread rolls and as expected, was absolutely superb so when seconds were offered I was in like a flash.



With bellies contented we hopped on our bikes and started riding. As I had no idea where I was and where I was going, it seemed like we were going around in circles. This is where the troubles began. The leader for this leg was Janet but her gear cable broke and she was left to run up the hills. From here Terry took over and he was having difficulties of his own. His front light developed an intermittent fault (like sometimes it would work and sometimes it wouldn't). Eventually we arrived at Gabrielle's house for chips, dips and drinks, which went down well.

Then on the bikes again to follow a blind leader over some bridges to North Fremantle. At this point Desama took a short cut to go and get the main course from a local Italian restaurant.

Please send all articles and pictures for the next newsletter to the Editor no later than August 20.

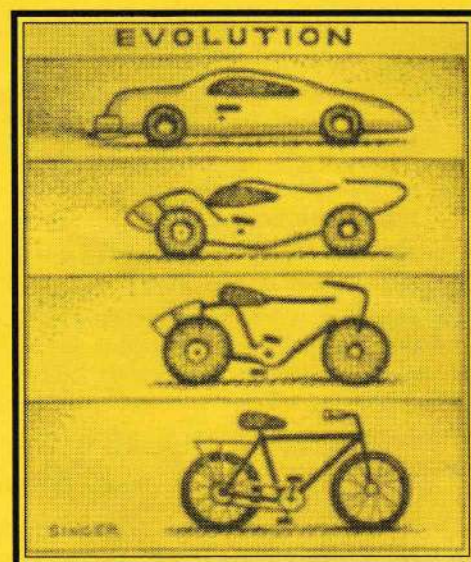
We all met up at Rhys's house where it was a case of everyone for him/herself to find a parking spot for their bikes and charge in for three different pasta and sauce dishes and a spicy pasta salad. After much pressuring, Rhys played his bells that I thought were wonderful but some other unappreciative person pulled the plug on. What a disappointment! Before hitting the road again for the last stretch, I did some running repairs to a squeaky front wheel which had become annoying.



The ride back to Janet's for sweets was done as quickly as possible, for sweets would have to be my favourite course. After sweets we wandered towards the lounge room for ports, liqueurs and all the good things. From here a wonderful evening ended and we all went our own way home (well, in my case, to the Bailey's home).

My thanks to all those who organised, hosted and participated.

Hooky



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P.O. Box 174 Wembley 6913

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## NEW MEMBERS

A hearty welcome is extended to the following new members who have joined since the last Newsletter.

Alison Bradshaw	Ron Kruijer
Roslyn Dunk	Graham Moses
Roy Hartley	Darryl Peroni
Lynette Hoek	

Hope to see you "on your bike" on one of the rides!

## FOR SALE

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# Tours and Weekends

## XMAS IN JULY

July 8-9 2000

This year Xmas in July is being held in Mandaruh. For those of you that missed out on the recent weekend down there (see article in Issue 152) here is your second chance to come and explore the area. Accommodation is c/o Peter Lundy's holiday home which is situated right on the sea front (well more or less on the beach to be exact!) and has splendid views over the ocean and surrounding coastline.

There are options for everyone as to how much cycling you wish to do. Some keen ones might want to cycle from Perth on Saturday and then back on Sunday or 'scrounge' a lift back with someone. Others can drive down on Friday night or Saturday morning and participate in a planned ride for Saturday. In the evening we will be dining at a local tavern for some traditional Xmas fare (please indicate if you are vegetarian when booking) and then retiring back to the home to await a visit from Santa. For those that survive the night, there will be an easy ride on the Sunday.

Costs: accommodation is \$10 per night and Xmas meal is about \$20 (drinks not included). Also bring a small pressie for Santa's bag (spend about \$5 - \$10).

Breakfast is BYO or eat out at a local café and lunches can be bought at the bakery.

Bookings with a \$10 deposit are required by June 30. Places are limited to 20 people so book early to avoid disappointment.

Organiser: Ann ☎ 9444 5160 (H)

## IRELAND TOUR

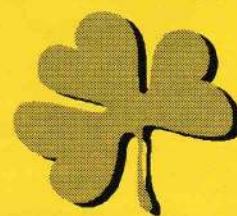
June 2001

There exists the possibility of a tour to Ireland next year. Such a tour would be 4 to 5 weeks, taking place around June 2001. The itinerary is flexible, but the west coast is probably mandatory. Presently, it is planned to be unsupported, with accommodation being Bed and Breakfasts predominantly, and the occasional hostel (tenting looks unlikely due to the probable wet conditions and limited camp facilities). The pace will be relaxed (around 60km a day average), with a number of 'days off' to break the routine and allow un-pannied exploration.

I would appreciate contact from people interested in participating. As the tour is still in its 'embryonic' stages, I would welcome ideas and/or suggestions on any aspect of the tour. I expect as the tour plan develops, participants will meet to discuss the tour and to prepare them for it. Part of the build-up will include training rides, and possibly a nine-day 'shake-down' tour to familiarise participants with their two-wheeled travelling companion and its various accoutrements.

Please contact the organiser if you have any queries or comments.

Organiser: Simon ☎ 9271 2959 (H)



## Mind Teaser

### 3 GLASSES

There are three glasses on the table - 3, 5 and 8 oz. The first two are empty, the last contains 8 oz of water. By pouring water from one glass to another, make at least one of them contain exactly 4 oz of water.



### ISSUE 152 ANSWERS

**What is It?** The answer is 'nothing'. Nothing is more powerful than God. Nothing is more evil than the Devil. The poor have nothing. The rich need nothing. If you eat nothing you will die.

(It's so obvious when you know the answer.)

**Chain Links** - You only need to cut two (2) links, link numbers 13 and 20. This will leave the chain in five pieces made up of 12 links, 6 links, 3 links and two single links (i.e. the two that were cut). From these five pieces, you can give someone any number of links from 1 to 23.



## Desama's Dialogue



### RAIN JACKETS

A new product by Maresa is available to CTA members at a special price of \$135. The jacket is made from 'Breathalon' and is breathable, waterproof and wind-proof. It is well made and highly visible. Contact Desama on 9472 9887 for further details.

## CTA Clothing Available Now

A large range of clothing stocks, in all sizes and colours is coming in. So get your order in now.

See back page for sizes and ordering information.



Oooh, it's getting a little chilly (freezing) in the mornings. This is the time of year when we really need to rug up and tell ourselves how much we love commuting to work on our bikes. (OK, so I don't, but then I get up at 4:20am). It's the time when stories of how well we dodged that shower, or got a thorough drenching, start creeping into the conversation. This leads me nicely into the luck our Sunday rides have incurred. The popularity of a nice day for cycling is attracting many, which is great to see.

If you are unfortunate enough to get caught in the rain during this winter, think of the warm shower, hot bath, boiling soup and for some, an open fire that's waiting for you when you get to your destination. The committee decided to order more Rain Jackets for the Club, due to their popularity. So if you want to be in the trendy, dry crowd and are in need of protection, contact me ASAP (see the advert on this page).

It's quite funny how numbers can spur people into action! As many cyclists know, the OYB is fully booked out again, but just before this occurred, Terry and I went to see Roy Appleton at his new shop. We just happened to mention the OYB and how the places were almost booked up. Soon the desk was filled with brochures and enrolment slips. After a few phone calls and frantic writing - around 10 minutes later, we walked out with 7 OYB applications (all family) and a sizeable cheque. The moral of this funny tale? Don't wait around, book for the upcoming events now. We have 'Xmas in July', 'Ireland in 2001', plus our regular Achievement/Challenge Series, the Sunday rides each week and our semi-regular Social Nights. What better way to catch the cycling bug and keep fit.

I'd like to thank Jim Krynen of Bikewest for his informative talk on cycling in our State at the June Social Night. He gave some insight

into the affairs of our planners, some of the bureaucratic stumbling blocks and future projects. A lot can be said for supporting people like Jim for the hard paper trails they waded through on our behalf. Other organisations such as the BTA and BUG groups lend a voice. One thing that stood out clearly is that we, the average cyclists, have to be proactive. Fill out those hazard report forms, support cycle instead campaigns and attend meetings that affect us. All this helps them to help you.

The September Social Night is one not to be missed. Why? We have Judy O'Hara a qualified masseuse, who will actually demonstrate deep tissue massage on one lucky volunteer (are there any out there?). She will also explain her methods and how it relates to sporting people in particular. You could always find a partner and try to follow her lead!

More good news. The GST doesn't affect your membership. That's right, you get 10% more for your money at no extra cost! But wait there's more - you still get all the news, reviews and cycling events in the Chain Letter! But wait there's more - if you join in July you can get a half year membership for half price! (Just a little GST humour).

Most of you by now will have noticed my expanding stomach over the last few months, (lycra doesn't hide much). Terry and I are expecting a little cyclist on October 1 and it will be interesting to see just how long I can ride for. My distances have already dropped, but not my enthusiasm for the Club and you will still see me in some form or another. Finally, I'd like to welcome all our new members, you are certainly brave starting in the winter months.

Keep well and safe winter cycling.

Desama

*Paddy Preen*

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# Easter in East Augusta

The Easter weekend this year was organised by Helen Lund and was called the Easter Fishing, Furniture and Farm Tour. (Renamed to Fishing, Furniture, Farm and Flying Tour.) It certainly turned out to be a fantastic long weekend with the great activities and friendly companionship.

The weekend for me started on the Thursday with my ride down to Bunbury (which now seems to have become an annual event). The night before it was forecast for a fine day and so I packed all my warm and wet weather gear in my luggage to be transported down by Mark the following day. As I left home at 7am and rode towards the city, I gradually became surrounded by black clouds. "This was not good," I thought and especially when I could see patches of sky beginning to fill with rain. By chance, I met Bernard Pearn-Rowe (from OYB) on the bike path just after the Narrows and he suggested I borrow his rain jacket for my journey. I decided to take him up on his offer just in case.

I met Kleber at South Street (who was going to ride with me half way and then ride back to Perth) and then we set off. About 20 minutes later the heavens opened and we got drenched. However, it was quite warm and so we kept on riding without the need to stop and cover up. At this time we were also being diverted around some suburbs as the bike path had been dug up with the freeway road works. We lost our way around the shopping centre near Beeliar Drive but eventually found the bike path and carried on. At this point I said to Kleber "This is character building." Character building for what I'm not sure! By the time we had reached the end of the freeway the rain had turned to a light drizzle. We stopped briefly and decided to cover up to keep warm. (Thanks Bernard for your jacket.) However, by the time we got to Mandurah it was clear skies and the rest of the ride down was very pleasant with only a slight cross/

head wind.

We stopped for lunch at Lake Clifton and then Kleber departed back to Perth and I continued south to Bunbury. The traffic was quite busy with those making an early start to the weekend, not too many trucks, mostly holiday traffic. Just before Australind I got caught in a heavy shower for a few minutes and so was wet again. I managed to shelter in a shopping centre while the front blew over and then managed the final leg of the journey to Tony's work place in Bunbury without further incident.

Good Friday, Tony and I had a leisurely start with breakfast on his verandah overlooking the scenic Furguson Valley. Tony packed his ute with bikes, canoe and luggage and then we set off for the trip down to the farm belonging to Helen Lund's parents, Preston and Van. We arrived just after lunch and erected our tents and then lazed around while the others arrived. Around late afternoon it was time for the first of the activities, fishing. (This was especially organised for Stan). Armed with rods, lines and bait we drove to East Augusta and set ourselves up on the jetty. As the sun set the fish must have been on their way home to bed as this is when we really started to catch a few. Jeff had brought along some 'Red refreshment' which went down very well and I'm sure helped our fishing skills. Between us we caught about two and a half dozen, a mixture of Skippy, Taylor, Whiting and White Bream. Dare I say it, but I managed to catch the most and the biggest! It was then time to head back to the farm to indulge in a very tasty and succulent T-bone steak which was cooked on the barbie and accompanied with delicious baked vegies cooked by Helen's mum.

Saturday started with a very hearty breakfast of porridge, toast and cooked fish (those caught from yesterday evening) on the BBQ (thanks to Chris the chef). This gastronomic delight was to set us in good stead for our cycle to Hamelin Bay. Our first stop was at the Augusta Jarrah Studio where we admired the craftsmanship of the Jarrah furniture. I only wished I had some \$ to spend.

Our next stop was at Jewel Cave where we had a very interesting guided tour. Well recommended if you are next in the region (take note for those of you coming on this year's 'On Your Bike'). Finally we cycled on to our destination of Hamelin Bay where we had lunch. At this point Stan was very keen to show us the Sting Rays which seem to have

## GORDONSON

### C Y C L E S



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chosen the bay to habituate. I had only ever seen Sting Rays at Underwater World and so for me this was a rare treat to see them in the wild. They swam right up to the waters edge and Stan showed us how you could tickle underneath their bodies. I and others weren't brave enough to try.

With the afternoon passing by it was time to climb back up the hill and hit the road home back to the farm. The ride back was relatively hard with side and head winds but we eventually made it. Karen, Simon, Stan and Tony did the real tourers bit and stopped at the deli for an afternoon tea. Having showered it was time for a sundowner and Dave entertained us with some relaxing guitar music while we waited for everyone to freshen up. It was then time to drive to Karridale Tavern for our evening dinner.



On Easter Sunday we were joined at breakfast with several Easter bunnies giving out some culinary delights in the form of sweet, oval brown objects. Again we were treated to porridge and the remaining fish (not together!). Today's activities started with Preston taking some of us for a flight in his Cessna aeroplane. Before we went up, Helen was telling us some of the adventures/events that Preston had experienced with his plane over the years. Such things as the wheels not working properly, losing extinguishers out of the cabin (and then returning), nearly running the wheels over the top of the house on take off etc. This, I guess, was to whet our

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appetite! Preston took the boys (Stan, Mark and Alan) up first and as they took off, Preston waited just until the last minute to get airborne. He flew right overhead just to give us on land a wee fright! The second trip was for us girlyies (Karin, Chris and myself). We flew over to Augusta, around the lighthouse, then up the coastline a short way to Hamelin Bay and then finally back inland to the farm. The views were fantastic. He then took up Karen, Desi and Jeff.



With everyone safely back on the ground it was time to set off on our bikes to the Berry Farm. It was fairly hard riding since we encountered strong and gusty cross and headwinds. On arrival a few of us (who shall remain nameless - but have a good guess!) went for some tastings. It was two cases of wine later (bought - not drunk) when we finally emerged and were ready for lunch. I opted for pumpkin soup which as always was very scrummy.

On the way back there was a 3km section of gravel road to re-negotiate and so I opted for a lift with Chris and Karin in the Duff's ute since my Toy with its skinny tyres does not fair well on such conditions. I then rejoined Mark, Stan, Simon and Tony for the ride home. With the tail wind behind us, Mark and I powered up the gears to give chase to Simon and Tony who had gone on ahead. We eventually caught them at the highway and carried on back to the farm. Not surprisingly, I was somewhat tired when we got back. Dinner again was at the Karridale Tavern for the traditional Sunday roast. Even arriving there early it was very busy but luckily Stan found us a table and we were able to stay for a very tasty roast and desserts for a mere \$10. On Easter Monday we decided to ride to Augusta. While eating breakfast, we could

see from the wind sock outside that the wind was very strong. We would get blown there okay but then there was the thought of having to ride back in to it to get home. As we were all so keen NOT, we thought of various combinations of how to avoid the cycle home. Helen finally came up with a good idea in that we catch the ferry back from Augusta to Alexandra Bridge and then we would have a short cycle from there. Preston went off to phone the ferry owner to check if it was

running. He came back with a grin. "Do you want the good news or the bad news first?" he said. "The good news is that I'm getting a lift home, the bad news is that the ferry is not operating"! So much for that plan then. Think, think, think. Preston's friends would probably have room in their ute to take Chris, Tony and Van back too, so that Chris and Tony could drive back to Augusta with cars and trailer and Van could get home to cook the evening dinner. What a good plan. And what a bunch of wimps I hear some of you murmur. But that's what we did. In fact the winds had been so strong that poor Jeff arrived back to find his tent (castle) had been damaged. One of the poles had been bent so much that it had snapped and gone through the fabric.

Now for the 'farm' activity. Preston and Van's farm is a dairy farm and so us city dwellers were very keen to have a look around the dairy and watch the cows being milked. So late afternoon we went for a tour. Helen's brother, Brad, was in full swing "loading" the cows onto a circular, rotating milking platform. The entire set up had been designed and engineered by Preston. It was very impressive and allows 50 cows to be milked at any one time. As each cow enters the platform its number (metal clip on its ear)

is picked up by an electronic device which has a record of how much milk that cow normally produces and drops the appropriate amount of feed into the trough for whether it is a good or bad producer. After the milking shed we went to have a look at the calves which were kept in separate pens according to age. They were very cute. We were also joined by Kathy (Helen's sister in law) and her son, Brock. He kept 'Uncle' Chris very occupied! The two farm dogs, Diesel and Budda, also joined us. Their job is to round up the cows when it is time for milking. Speaking of time, time to head home and have some dinner!

We were woken to Tuesday (Anzac Day) in the wee hours of the morning with a howling wind and driving horizontal rain against the tent. Umm, had not expected this after such a glorious weekend of weather. I had a quick check to make sure all my gear was not touching the tent walls as I didn't want a leaking tent. The rain persisted on and off (mainly on) for quite a few hours. I just hoped my tent would stand up to it, which luckily it did. (Good thing Desi and Jeff had already gone home the day before!) By daylight the rain had stopped and so we were able to pack the tents up without being rained on. Mine was quite soggy underneath (as were others) and I doubt whether it would have survived a repeated night. Our last chance to have some porridge for breakfast and also the remains of the bolognaise from last night's dinner (always does taste good the next day). Helen then took us for a tour around the house and we admired the Jarrah furniture which Van is a keen collector of. It was obvious that people didn't really want to go as we then sat around and had a chat together for a couple of hours. Finally it was time to say goodbye and hit the road (along with other thousands) back to the Perth.

Once again many thanks to Helen for organising such a great weekend and to Preston and Van for their hospitality.

Ann



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# Ten Tips for Staying Alive on Your Bike

by Dale Neill

## TIP 3: WEAR A HELMET

Your body is simply a vehicle for carrying your brain around – at least that's the opinion of Ainslie Mears – doctor, psychologist and meditation specialist. Whether you agree or not life without your brain is not all that attractive! After all, you couldn't recall all your pin numbers!

It would seem that wearing a helmet to increase one's chances of staying alive is a fairly simple, straightforward matter. There is no doubt wearing a helmet will increase one's chances of avoiding head injuries and staying alive in case of an accident. However, the matter is not quite as simple or straightforward as it seems.

Over the years I have counted scores of helmets with large dents, gouges and scratches that have saved riders from serious head injuries. It's a fact of life that cyclists do have accidents and do land on their heads. From personal experience I tested out a coarse-metal, bitumen road with my head during a cycle race in the early eighties. I was wearing one of the old-fashion, racing helmet style helmets. This helmet proved to be about as useful as three day-old banana skins in preventing head injuries. A week in hospital and a couple of months recovering from concussion was a really good lesson. Fortunately, these days, the range and quality of helmets is excellent. Most are light, well ventilated and have been designed to absorb moderately severe impact. A side benefit of helmet wearing is protection from the sun, particularly if the wearer is light on in the hair department.

The Cycle Touring Association took the initiative before there was any compulsory helmet legislation in Western Australia. On the CTA's first overseas tour – Bali Baik Baik in 1984 – the CTA asked all participants to wear

helmets. The Baik Baik brigade's visions of being treated for head injuries on the road between Singaraja and Gilamunuk was a convincing argument. Everyone happily complied. Therefore, I was surprised to see Stephen Booth riding along one afternoon on the outskirts of Candi Desa with his helmet strapped to his carrier. Stephen was granted dispensation for the rest of the day when he explained with some embarrassment that his helmet had fallen into an open sewer during a coffee break.

- ◇ Check the helmet has Australian Standards Compliance
- ◇ Ensure the helmet is fitted properly
- ◇ Replace the helmet if it experiences impact
- ◇ Check the ventilation especially if cycling in hot climates

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## TIP 4: PEDAL DOWNHILL!

I know what you're thinking: "It's bad enough pedalling uphill, now someone wants me to pedal downhill as well!" Just how on earth can pedalling downhill help to keep you alive on your bike. And if you're thinking "He's got more than orange juice in his bidon," let me explain.

We all know that cyclists are slow moving vehicles don't we. Just slightly faster than walking speed – right! Cycles travel around the streets at 10-15 km/h. Right again. While you and I know this is not the case, unfortunately, this IS the perception of most non-cycling road users.

A motorist waiting in a side street at the base of a hill sees the front profile of a lone cyclist coasting down the hill. The internal computer of the motorist estimates the 'slow' moving cyclist is travelling at 15 km/h, will take 10 seconds to reach the corner, allowing the motorist sufficient time to pull out in front of

the cyclist. Little does the motorist realise that the cyclist is travelling at 50 km/h, assisted by the sea breeze. The cyclist will reach the corner in less than three seconds and kapow!!

The cyclist needs to communicate to the motorist that he/she is travelling at speed. By pedalling quickly your leg speed tells the motorist you are travelling at speed. The motorist's between-the-ears computer re-assesses the situation, computes your new estimated time of arrival and waits! As you get closer, you make eye contact to ensure that they are waiting. I nearly always give a gesture of acknowledgment (a size three wave) as I pass by to reinforce the new learned behaviour on the part of Mr Motorist. If you think this is sounding a little like one of Pavlov's experiments with some Russian dogs, you're not far wrong. Anyway, building up good relationships with motorists should be a goal for all of us. After all, we are a friendly lot.

On several occasions while descending hills and coasting, I have seen a motorist edging the front of the car into the intersection. On most occasions when I start to pedal quickly, the motorist quickly rethinks and brakes. This specific technique is one of a number of strategies cyclists can employ to communicate with motorists. Short of raising a 10 metre banner or sending an e-mail, the body language of the cyclist is the main means of communication. As cyclists present a much smaller profile than motorbikes, cars, trucks and buses it is important to use our bodies to extract every opportunity for on-road communication.

- ◇ Select a small to medium-sized gear
- ◇ Commence pedalling as soon as you sight any potential cross-traffic
- ◇ Acknowledge good motoring behaviour

(Dale Neill was a professional racing cyclist for 10 years and one of the co-founders of the CTA in 1975. He is also a past CTA President and Cycle Tourist of the Year. For five years he was a member of the State Government Bicycle Policy Committee, the predecessor of BikeWest)

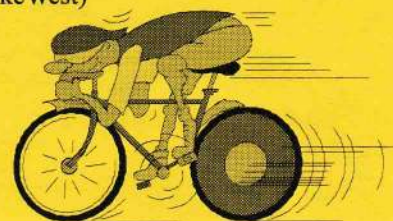


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# Book Review

## "THE DANCING CHAIN: HISTORY AND DEVELOPMENT OF THE DERAILLEUR BICYCLE"

by Frank Berto, Ron Shepherd and Raymond Henry

This is the story of derailleur gears, those amazing mechanisms that enable bicycle riders to travel at top speed or with the greatest of ease. Races have been won by choosing just the right gear for the final sprint. At a more leisurely pace, ordinary people with low enough gears can pedal comfortably over mountains.

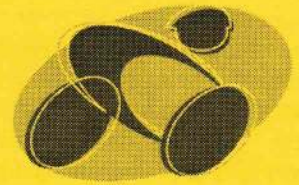
There are hundreds of millions of bicycles with derailleur gears, but the stories of their ingenious designs and how they originated have never been told before. What passions these grubby gadgets have aroused! The freedom to pedal at a chosen speed and cadence is taken for granted by most cyclists. Yet for those of us who remember when smooth-shifting multiple gears were not available, derailleurs are always a wonder and delight.

Frank Berton met Ron Shepherd through letters in 1977 through their mutual interest in bicycle gearing. Ron got Frank interested in bicycling history and in 1994, they agreed

to co-author this book. Ron handled the years from the beginning to World War II and Frank handled from World War II to the present.

In compiling the story of bicycle gearing, they have inevitably revisited much of the history of cycling. They show this history not as a succession of odd designs, but as a long quest to improve the speed and efficiency of people travelling under their own power. This book is also the first comprehensive account that devotes more attention to the 20th century rather than to the 19th century origins of cycling. Information from many countries has drawn together. The story is incomplete because some bicycle gears, and even the details about them, have been lost forever. I hope you enjoy reading about these remarkable inventions as much as the authors enjoyed finding out about them.

The book is available for around \$80 by sending a cheque/money order to Ron Shepherd, PO Box 275, East Melbourne 3002.



*cycle instead*

# Bikewest

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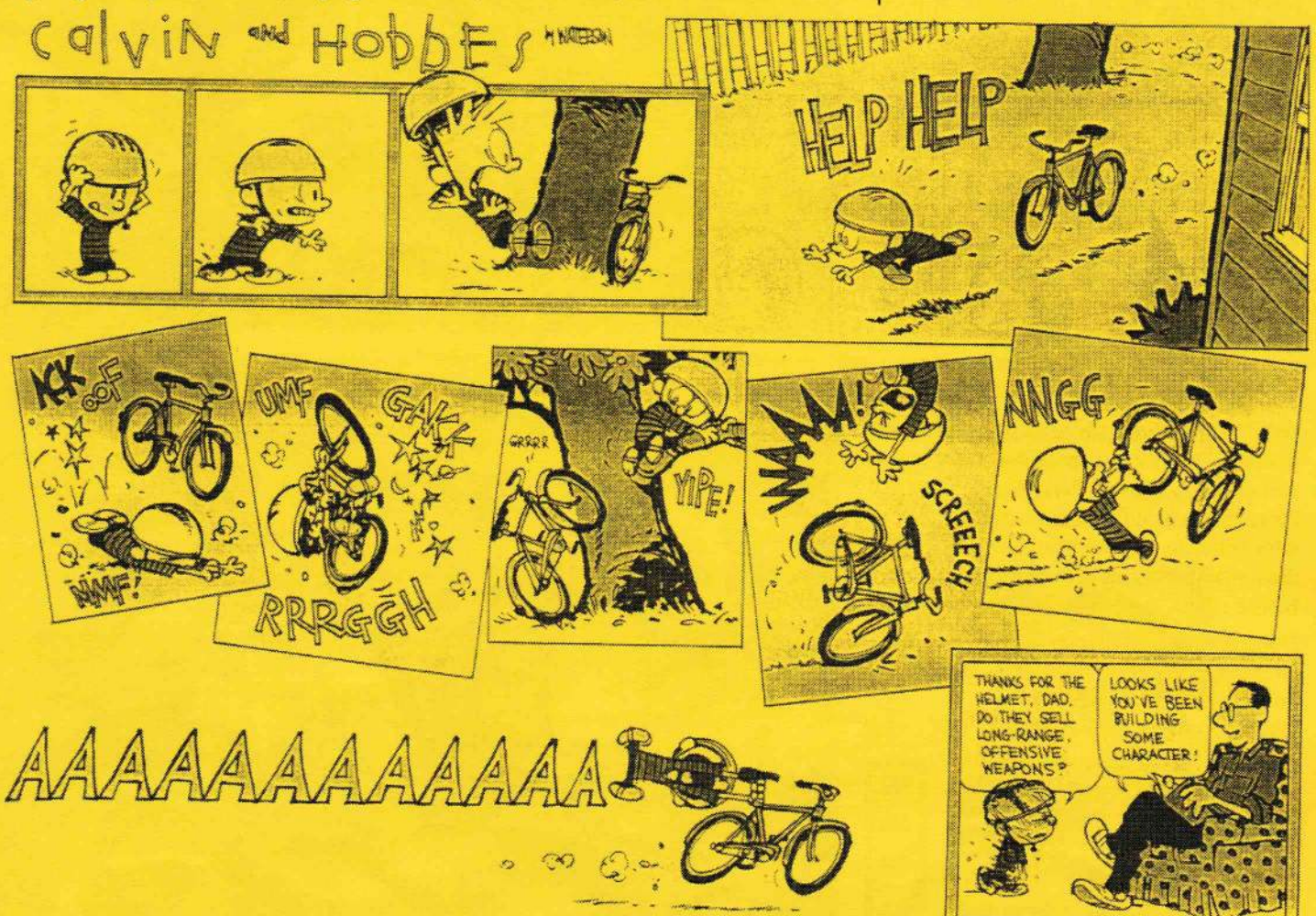
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**8.00 - 8.15am**

**Put a smile on your dial and  
tune to 927KHz**





# The Tunnel Ride 2000

Sunday, April 23. I wake up early, eager to ride (at last!) the Graham "Poly" Farmer Freeway - it has been publicised for months.

I ride to the Raffles meeting spot and await the great moment in history. Meanwhile, more and more club riders are gathering (including Hooky, Debbie and Evie who drove all the way from Bindoon!) as the ride leaders Desama and Terry arrive.

After a short briefing we set off to Leederville - the beginning of the new freeway. I couldn't believe the number of bicycles coming out of the closet!! There were leisure, recreational, serious riders, BMX, trailers (complete with a dog), mono and half cycles. It seems that everyone had dusted off their bikes for this grand occasion.

Upon entering the new freeway, 'I cycled on the Graham Farmer Freeway' stickers were offered to all cyclists as a memento for the day. The road surface was as smooth as... *(silk, teflon, a baby's bottom - just a few suggestions - Ed.)* I wish all roads were this good. Someone said "There should be a freeway for bicycles." I would support that.

Fortunately, I did not witness any accidents resulting from the HUGE amount of pedal power on this smooth road, although I noticed a cycling cop rush past me to catch an unhelmeted rider. I also don't know where the freeway ends as we only went as far as the Belmont Raceway exit (the police blocked the remaining section) where most riders did a U-turn to travel back through the tunnel again.

This freeway is very different to the Mitchell/Kwinana as it is much shorter and quite picturesque with grass trees, an Aboriginal mural and a bit of garden landscaping.

We stopped on the side of the road for a short rest to take some photographs and to re-hydrate, then it was time to depart for a well earned rest at Victoria Park. Many riders had other things to do on this Easter Sunday, so with a cheerio they were on their bikes, while the remainder enjoyed some coffee and cake before riding back to the starting point.

Congratulations to Desama and Terry for a BONZA momentous ride - a ride that will not be forgotten.

Devo





# The CTA Achievement and Challenge Series

Once again we are running a series of rides that will allow you to qualify as a receiver of the Super Achiever or Challenge Award for 2000. Each ride of the series must be completed in a set time limit but is otherwise non-competitive in nature.

## The Achievement Series

To become a Super Achiever you must complete a 50km, 100km, 200km, 300km and the 10,000 in 8 brevet or official ride.

## The Challenge Series

The Challenge Award will be obtained with a 50km, 100km, 100 mile, 200km and 10,000 in 8 brevet or official ride.

## Using Brevets and Audax Rides

The brevets can be either CTA or Audax rides which have been approved by a member of the CTA Committee (preferably the Rides Co-ordinator for CTA brevets - see below). Note that this year we have included two separate series in the calendar to allow the maximum number of riders to participate in either of the rides programmes.

Any person intending to use a CTA brevet card for a ride must contact the Rides Co-ordinator to select one of the approved routes at least one week prior to the ride (you do not need to book for an official CTA ride of the series). After completing a brevet, the member must deliver the card to the Rides Co-ordinator to record the ride and ensure that the ride is officially recognised at a Committee Meeting. If you require further details please contact Simon on 9271 2959 (H).

## AUDAX FOR CTA RIDES SERIES

From now on if you want to take part in an Audax ride you MUST complete an entry form and get it to the ride organiser BEFORE the day of the ride.

Forms are available from the CTA Rides Coordinator. I would suggest you fill out this form with your details in the Rider section and then PHOTOCOPY the form to give yourself the opportunity to enter multiple rides. If you don't put down an Audax membership number, you will be charged \$2 extra as a non-member.

Then:

1. Fill in the Ride details with the distance and date of the ride.

2. Determine the ride fee as follows:

all unsupported rides - \$5

supported: 200km - \$8

300km - \$12

3. Sign the form and send the form and correct money to the ride organiser (make cheques payable to Audax Australia) before the day of the ride. Also note that if your form does not reach the ride organiser by the Tuesday before the ride, there will be a \$2 late fee.
4. Maps and route notes can be collected from the ride organiser 2 weeks before the ride. If you want it mailed to you, send a stamped self-addressed envelope with your entry form. Otherwise you will get a map and route notes with your brevet at the start.

If you have any queries about the series, please contact Simon on 9271 2959 (H).

## THE WINNER'S CIRCLE

Congratulations to the following people who were successful in completing the following rides:

### 50km

Bruce Beecham	Simon Koek
Paul Beecham	Neil McMurtrie
Janet Deverill	Colin Pearce
Michael Hook	Liz Wheib

### Century Challenge (100 miles)

Ally Bradshaw	Michael Hook
Kleber Claux	Ron Kruijer
Mark Elliott	Graham Moses
Colin Farmer	Ann Wilson
Roy Hartley	

### 300km

Kleber Claux	Michael Hook
Mark Elliott	Ann Wilson

A special thank you to Max Talbot for supporting the four brave souls who completed the 300km and also to Steve Blackbourn for supporting the Century Challenge. Coming up in this calendar there is the 10,000 in 8 on July 22 and the 200km on August 19. Also in this calendar there is a second chance to do the 100km on July 16 and the Century Challenge (100miles) on August 12. If you have any queries about the series, please contact Simon on 9271 2959 (H).

# Audax Australia

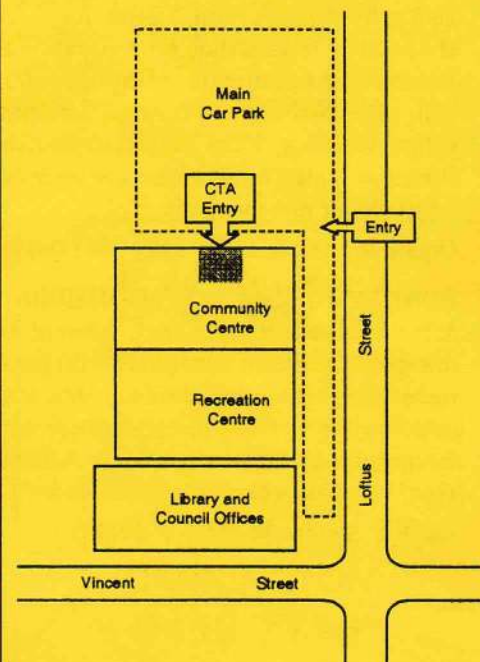
Audax is an international long distance cycling club. The first club originated in France in 1904. The name is a loose translation from the latin and means "courage". All rides are non-competitive and conducted over specified routes and distances within set time periods.

At the successful completion of each event, the rider is eligible for a certificate and a patch or medallion. Rides range from 50km to 1500km in length and are open to all CTA members, though membership of Audax Australia Club is encouraged if you envisage participating regularly. Very generous personal injury and income protection cover are afforded from such membership.

PLEASE NOTE - Notification of participation is required at least one week prior to the event and there is a cost to enter dependent on the distance to be travelled. Further information and a program of events is available by contacting the CTA Rides Co-ordinator, Simon, on 9271 2959 or by checking the Rides Calendar.

## CTA Social Evenings

The Social Nights are usually (but not always) held on the second Wednesday of each month at the Loftus Community Centre on the corner of Loftus Street and Vincent Street, Leederville. Enter from the main carpark on the north side of the complex (see map below). For further details contact Noel on 9355 2745 (H).





# Rides Calendar — July to August 2000

For any cyclist coming on a ride for the first time, it would be wise to start with an 'Easy' ride. If you are unsure of your suitability for a particular ride, please telephone the Ride Leader. You will need to wear a helmet and bring a spare tube, puncture repair kit, tyre levers, pump and a spanner (to fit the axle nuts if your bike is not fitted with quick release hubs). Most importantly, bring water!

## RIDE GRADINGS

**Easy** - anyone

**Moderate** - fit with geared bikes

**Moderately Hard** - fit and experienced. Distances < 100km

**Hard** - fit, experienced and strong. Distances > 100km over hard terrain

*If you are interested in doing a particular ride, but you feel it may be too long for you, don't be put off. Contact the ride leader to see if you can do part of the route.*

### SUNDAY JULY 2

### TO CHIDLOW AND BACK

60km Moderately Hard, 9:00am Start. Meet at Midland Town Hall for a ride through quiet back roads to Darlington, John Forrest National Park, Parkerville, Stoneville and Chidlow before being blown back to Mundaring for morning tea. After charging our batteries, it's down Greenmount Hill to Midland.

Leader: Kleber ☎ 9458 7519 (H)

### SATURDAY-SUNDAY JULY 8-9

### XMAS IN JULY

This year Xmas in July is being held in Mandaruh. Accommodation is c/o Peter Lundy's holiday home which is situated by the beach and has splendid views over the ocean and surrounding coastline. Some keen ones might want to cycle from Perth on Saturday and then back on Sunday or 'scrounge' a lift back with someone. Others can drive down on Friday night or Saturday morning and participate in a planned ride for Saturday. In the evening we will be dining at a local tavern for some traditional Xmas fare and then retiring back to the home to await a visit from Santa. Bookings with a \$10 deposit to Ann are required by Friday June 30. See page 2 for further details.

Leader: Ann ☎ 9444 5160 (H)

### SUNDAY JULY 16

### 100KM ACHIEVEMENT/CHALLENGE RIDE TAKE 2

100km Moderately Hard, 7:30am for an 8:00am sharp Start. Meet at Armadale Train Station for registration and map/ride description. A pretty but demanding (pretty demanding?) ride, going up Bedfordale Hill, past Glen Eagle, then onto Jarrahdale and Serpentine Dam before returning. The time limit is 6 hours (average 17km/h). Participants must book at least one week before the ride and there is a \$10 fee for non-members.

Organiser: Desama ☎ 9472 9887 (H)

### SUNDAY JULY 16

### COMBINING WORK AND WORK

55km Moderate, 9:45am Start. Meet at Armadale Railway Station (meeting the 9:00am train from Perth) for a ride to scout out a 50km route that is reasonably close to public transport, because of all the criticism the leader's received about certain 50km routes being inaccessible unless you have a car. A mandatory stop at Mundijong should provide a cessation to the leader's complaining.

Leader: Simon ☎ 9271 2959 (H)

### SATURDAY JULY 22

### 10 000 IN 8

120km Hard, 8:00am for an 8:30am sharp Start. Meet at the Kelmscott Railway Station for the club's hilliest ride, requiring you to climb 10 000 feet of hills in under 8 hours. Required for both the Achievement and Challenge Series. Note there is a \$10 fee for non-members.

Organiser: Simon ☎ 9271 2959 (H)

### SUNDAY JULY 23

### GOING TO THE CHAPEL

40km Moderate, 9:00am Start. Meet at the Lone Star Restaurant (outside Myer) at the Morley Galleria Shopping Centre (closest train station is Bayswater). Enjoy a ride out to the Swan Valley for a 'holy' remarkable café experience.

Leader: Lance and Patricia ☎ 9249 1970 (H)

### SUNDAY JULY 30

### AWAY BY THE BAY

40km or 20km Easy, 10:45am or 11:30am Start. Meet at the Raffles carpark at 10:45am for the long ride, or at the Causeway carpark at 11:30am for the shorter. Both rides cycle past Burswood Casino, through Northbridge, to lunch at the Bay Café in Subiaco. The return trip will follow the river back to the Causeway and Raffles.

Leader: Janet ☎ 9319 9526 (H)

### SUNDAY AUGUST 6

### UP (MIDLAND) HILL AND OVER (ARMA)DALE

80km Hard, 9:00am Start. Meet at Midland Railway Station (meeting the 8:30am train from Perth) for a ONE-WAY scenic hilly ride to Armadale. We will be stopping at Mundaring for morning tea, and after "a few" hills (and k's), will relax for lunch at an authentic "pommy" location.

Leader: Ann ☎ 9444 5160 (H)

### SATURDAY AUGUST 12 CENTURY CHALLENGE TAKE 2

160km Hard, 7:30am for an 8:00am sharp Start. Meet at the Lakes BP Service Station on Great Eastern Highway. The scenic course includes Wooreloo, Toodyay, Northam and York. The time limit is 10 hours (average 16km/h). Participants must book at least one week before the ride and there is a \$10 fee for non-members.

Organiser: Mark ☎ 9382 1961 (H)

### SUNDAY AUGUST 13

### MUNCHIES AT FAST EDDIES

45km Easy, 8:30am Start. Meet at the Causeway car park for a meandering ride along the Canning River on our way to the new Fast Eddies at Carousel for munchies. After gorging ourselves we will return to the start via the railway.

Leader: Terry ☎ 9472 9887 (H)

### SATURDAY AUGUST 19

### 200KM ACHIEVEMENT/CHALLENGE RIDE

200km Hard, 6:30am for a 7:00am sharp Start. Meet at Midland Town Hall for a challenging ride that takes in Toodyay, Dewars Pool and the Chittering Valley. The time limit is 13½ hours (average 15km/h). Note there is a \$10 fee for non-members.

Organiser: Terry ☎ 9472 9887 (H)



**SUNDAY AUGUST 20 PARK YOURSELF AT WHITEMAN**  
30km Easy, 10:00am Start. Meet at Guildford Railway Station (meeting the 9:30am train from Perth) for a pleasant ride to investigate Whiteman Park. Entry fee is \$2, and there will be shops for morning tea if you don't want to bring your own. May be cancelled if the weather is inclement, so please ring the leader the day before to check.

Leader: Anne ☎ 9370 1020 (H)

**SUNDAY AUGUST 27 DON'T LOSE YOUR QUAYS RIDE**  
50km Moderate, 9:00am Start. Meet at the Warwick Train Station (meeting the 8:45am train from Perth) for a jaunt to Mindarie Keys.

Leader: Lance and Patricia ☎ 9249 1970 (H)

**SUNDAY SEPTEMBER 3 'SPRING' ON YOUR BIKE**  
45km Moderate, 9:00am Start. Meet at Midland Railway Station (meeting the 8:30am train from Perth) for a pleasant ramble around the Swan Valley before finding a morning tea stop somewhere.

Leader: Simon ☎ 9271 2959 (H)

**SATURDAY SEPTEMBER 9 10 000 IN 8 TAKE 2**  
120km Hard, Meet at 8:00am for an 8:30am sharp Start. Meet at the Kelmscott Railway Station for the club's hilliest ride, requiring you to climb 10 000 feet of hills in under 8 hours. Required for both the Achievement and Challenge Series. Participants must book at least one week before the ride and there is a \$10 fee for non-members.

Organiser: Simon ☎ 9271 2959 (H)

**SUNDAY SEPTEMBER 10 A SCARBOROUGH TO SORRENTO SAUNTER**

20km Easy, 9:30am Start. Meet at Scarborough Beach (near the clocktower) for a leisurely ride to Hillarys Boat Harbour for morning tea before returning.

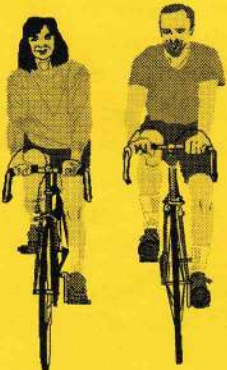
Leader: Jeff ☎ 9332 3360 (H)

**WEDNESDAY SEPTEMBER 13 SOCIAL NIGHT**  
Meet at 7:30pm at the Loftus Community Centre in Leederville (refer to map on page 9). Judy O'Hara, a qualified masseuse, will demonstrate deep tissue massage on one lucky volunteer. She will also explain her methods during the procedure and the remedial therapy used. A light supper will be provided.

Organiser: Desama ☎ 9472 9887 (H)

**If you are interested in leading a ride, or you have a suggestion for a ride that you would like to do, please contact the Rides Co-ordinator by August 15.**

## Cycling Buddies



George Murray from Christchurch, New Zealand, is planning a cycle touring trip in WA south of Perth in August this year. The trip will be for about one month and he is looking for companions for some or all of this time. George is in his 50's and has had a lot of cycling experience touring in many countries. If anyone is interested you can contact George by email at [jill.west@xtra.co.nz](mailto:jill.west@xtra.co.nz)

# Reporting Cycling Hazards

All riders are encouraged to make a note of hazards observed during rides on roads and paths, especially newly installed ones, and to submit a hazard report to Bikewest. Nearly all ride routes are likely to include hazards, even if minor ones, like centre-mounted grab rails on paths, lips on kerb ramps and drive entrances from roads, or drainage grates with gaps to trap skinny tyres. The aim is to get these fixed, and more importantly, to stop new hazards being installed.

About 80% of hospitalised cyclist crashes did not involve a motor vehicle. Most were "loss-of-control" crashes, and an unknown proportion of these were due to hazards on paths and roads.

The hazard reports should be submitted to Bikewest, either using the freepost cards provided by Bikewest or by e-mail. Sending an e-mail is an easy way of submitting a hazard report with HAZARD REPORT in the subject and a good description of the location and the hazard. The e-mail address is [bikewest@transport.wa.gov.au](mailto:bikewest@transport.wa.gov.au) with a copy to the BTA at [bta\\_wa@hotmail.com](mailto:bta_wa@hotmail.com) please.

## BTA Social Night

### CYCLE TOURING IN THE SOUTH OF FRANCE

The Bicycle Transportation Alliance invites CTA members to the next BTA Social Night, on Tuesday August 1. Judith and Richard Stallard will be giving a presentation on the first part of their recent cycle tour in the south of France. Highlights include the Gorges du Verdon and the Luberon region of Provence. (Another Social Night later in the year will feature other parts of the trip.) The venue is the Conference Room at City West Lotteries House, 2 Delhi Street, West Perth (near City West train station) starting at 7:30pm. A gold coin donation will be requested to cover refreshments. All are welcome, and there is plenty of bicycle parking. Enquiries to the BTA Office on 9420 7210.



### SMOKEY CAR SPOTTER

Ever notice how difficult it is to breathe when smokey exhaust fumes are choking up the atmosphere? Well here's your chance to strike back! Report smokey vehicles by giving the registration number, make and colour of a smokey car, together with the time and place that you spotted it, to the Department of Environmental Protection by telephoning 9324 2835.



## 2000 MEMBERSHIP FEES

The CTA Membership is from January 1 to December 31 each year. Membership fees for 2000 have been set as indicated below:

1. Adult membership \$40.00
2. New members \$35.00
3. Full-time Students/Pensioners \$23.00
4. Dependants under 18 no charge

Note that part year memberships apply after June 30 and the above fees should be halved.

The CTA is a non-Government organisation relying on membership fees, donations and volunteer labour to achieve our aims and objectives. These monies help to provide each member with six Newsletters per year, a social evening venue and tea and coffee making facilities, weekend trips and tours "at cost", a library, an indemnity to cover property to name a few of the obvious benefits.

## EQUIPMENT FOR HIRE

The CTA has some equipment (as listed below) which is available for members to hire for \$5 for 2 weeks or \$10 per month plus a bond. This is a great way to try out cycle touring without having to layout a large amount of money to equip yourself with the right gear.

- Rear Panniers (pair)
- Small Rack Bag (sits on top of pannier rack)
- Trangia

Please contact a committee member if you are interested in using this equipment.

## CTA CLOTHING

The CTA has its own clothing available in two colour schemes - yellow with red stripes, or turquoise with green stripes. The design is available in short and long sleeved Coolmax tops, and black lycra knicks with a coloured side panel. The clothing is available in a range of sizes from XS, S, M, L, XL and XXL and costs \$55 for knicks, \$65 for short sleeve tops and \$75 for long sleeve tops (note that long sleeve tops have white sleeves).

Please enclose a cheque with your order made payable to "CTA Clothing" and send to:

Noel Eddington  
22 Chamberlain Road  
Rivervale WA 6103.

If you require any further information you can contact Noel on 9355 2745.



## WHERE ARE YOU?

If you are lucky enough to move to a bright sparkling new place of abode, please share your good news with us. All members are asked to confirm their current address and phone numbers with Committee members.

## CTA LIBRARY

The CTA has a small library of books and magazines relating to all facets of cycling and cycle touring. These are available for all members to borrow or just read at each of the social evenings. The books may only be borrowed for 4 weeks by contacting a committee member on the night. Contributions to the library would be greatly appreciated, so do not dispose of any cycling literature which you feel may be relevant.

## POLICE BICYCLE REPORTS

The Police Bicycle Section would like to hear your reports of harassment, abuse or other serious incidents involving motor vehicles.

In order for the police to investigate an incident, you must be able to provide the registration number of the vehicle involved and the time and place of the incident. A description of the motor vehicle and the age and sex of the driver are also useful. You should always carry a pen and paper on your bike to record important details should you become involved in an incident. If the offense is serious, you should try to obtain the names of other witnesses who can verify your account. You can contact Officer in Charge at the Police Bicycle Section on 9222 1923 during working hours.

If undelivered please return to  
PO Box 174 Wembley 6913  
Western Australia

