

THE CHAIN LETTER

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

January/February 2001

Issue 156

East Goes West

The Station had a flurry of activity during the week - gardening and cleaning to spruce it up for the big rally. The riders gathered championing at the bit, their mounts were arranged outside and the first course was under way. There were several riders showing off their new colours, but one little guy in particular stole the show (see 2nd picture on page 3).

It was the start of another Progressive Dinner and the theme for tonight was Chinese. Simon, our first host, had soup and buns at the ready. With our fill of the good broth sitting comfortably in our stomachs, we headed outside, packed our saddle bags and posed for another photo. It's hard to get too far without one! The mounts were starting to get restless, so with a hoop and a holler, we set off for our next destination.

Down the laneway and over the bridge, clattering and chattering as we went. There were fine colts and fillies out tonight (plus a few geldings) and high spirits were abundant. It didn't take long before a few broke from the pack, stampeding away and letting their hair flow. They were soon roped back into the fray and corralled at the bottom of a steep hill. Unfortunately, as often happens at these events, one mount was struck down lame. Although it is customary to put the mount down, fast work by the "specialists" soon had it and the rider back in the game.

Noel's Homestead had that new, just-moved-

in feel about it. With Maxi their dog to greet everyone, it felt right homely. The trouble with new fangled equipment is that it is often complicated. Just ask Bridget about the oven! It didn't take long before the entree of satay sticks, dips, and those triangular things, were consumed. The riders were ready to go, my steed had to be stabled and I took the car from then on. The rest of the herd sped off into the night and were lead around a new route. This proved to be much quicker and they arrived for mains before the mains!

By the time I arrived they had sent out sentries to guide me into the corral. The small but quaint Quarters of Lorraine were crammed wall to wall with starving riders. I was lucky to get through the door without being mobbed. Thankfully dinner was soon being scooped down. The delights of Lorraine's two dogs kept one rider (Rhys) particularly amused. The delights of the feast kept everyone's tastebuds wanting more. From Steamed Rice (which was still being eaten weeks later), to Chicken Satay, Beef and Vegetables, the riders grazed for hours.

With sacks full of drink, the riders once again trundled into the night. This time, however, they had an air of determination about them. They had to get back to the Station safely and finish the night with every rider's favourite - dessert. Simon had prepared fresh fruit salad, ice cream and cake, which was soon devoured.

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



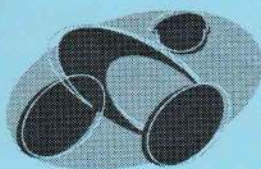
As the sun set on another progressive dinner, some riders drifted off into the night, others stayed. As with most riders at the end of the day, bellies full to the brim, and mounts safely locked away, they sipped port and remembered tales of trips gone by - what a way to finish.

Desama

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Please contact the Treasurer for Membership details and send all correspondence to:

P.O. Box 174 Wembley 6913

CTA Email: cta_wa@yahoo.com

NEW MEMBERS

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

Kate Curwen
Tony Gillespie
Carole Czermak (welcome back)

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



Tours and Weekends

HOOKY'S LONG WEEKEND

March 3-5

For everyone who enjoyed the Hooky's hospitality last year, and everyone else who was envious, once again the Hook family have opened their home to allow you to enjoy great country hospitality. Cycle full pannier style to Bindoon or sweet-talk Debbie into carrying your bags in the back of the ute. Accommodation is either pitching your tent on the back lawn or staying at one of the local B&B's.

Itinerary

Saturday March 3 - 80km

We'll meet at Midland train station at 9:00am for a gentle ride up to Bullsbrook for a brief stop to visit shops if need be. Then through the Chittering Valley possibly stopping for DT's at Orange Grove (if open) or see a winery for some tasting and lunch. Then finally on to the Hook establishment for a BBQ tea and to sample your wine purchases.

Sunday March 4 - 30km?

Lazy day, so roll out of bed when you can, have some breakfast, take a ride to a local winery (trying to avoid the worst of the hills) then on to raid the local bakery for lunch. I advise eating lots of sweet things for the hill climb back home for a siesta. Tea ideas are welcome.

Monday March 5 - 80km

Get up, have breakfast, pack up tents ready for about 9:00am departure for return to Midland via a similar route as you came.

For all those who think they can hack a country retreat call Hooky or Simon for your spot. Bookings and a \$5 deposit are required before Wednesday February 28, but late inquiries are welcome.

Organiser: Hooky ☎ 9576 1246 (H)

or contact Simon ☎ 9271 2959 (H)

EASTER IN PEMBERTON

April 13-16

This year we'll be going down to the YHA hostel at Pimelia near Pemberton for Easter. Pimelia is a pretty, old ex-timber cutting group of shacks set amongst tall karri trees in a very quiet location off the main road and about 10km from Pemberton. There will be both on-road and off-road options for those that wish to bring their mountain bikes.

There are numerous things to do down at Pemberton including marron farm/restaurants, tree lookouts to climb, train and tram trips, trout fishing, Karri Valley resort to visit, lots of local walking trails and water falls in the area, and of course the local craft shops and wineries, or just read a book and relax. It is anticipated to have a combined evening meal on Good Friday because of the limited facilities that may be open on this day and going out for dinner on Saturday and Sunday nights.

Most people will travel down on Good Friday (April 13) but enquires are being made for those who wish to drive down on the Thursday night before. Car pooling can be arranged and if enough interest is shown the club's trailer maybe used to take the bikes down.

The accommodation will cost \$15/night (\$45 per person for the weekend). Numbers are limited with the cabin sleeping only 14 people, so book early because positions will fill quickly. Bookings with money up front must be made by March 31.

Organiser: Stan ☎ 9276 6066 (H)

Mind Teaser

EIGHT YEARS OLD

A girl was eight years old on her first birthday. How could that be?

ISSUE 155 ANSWER

The Penny Black - The postmark used at the time was always black and it was therefore difficult to tell whether a stamp had been franked or not. This led to people reusing used stamps. On a Penny Red the black post mark was clearly visible.



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Ann Scoops the Pool at the 2000 AGM

CYCLE TOURIST OF THE YEAR

Congratulations to Ann Wilson who is the winner of the Cycle Tourist of the Year award for 2000. Ann receives the Cycle Tourist of the Year perpetual trophy and free CTA membership for 2001.

RIDE OF THE YEAR

This year's most popular ride was Easter in Augusta. Congratulations to Chris and Helen Lund for a well organised and enjoyable ride. Chris and Helen receive a \$20 gift voucher from Cyclorama.

NEWSLETTER ARTICLE OF THE YEAR

The best newsletter article for 2000 was awarded to Devo McCall for his article titled CTA Xmas Packed-out printed in the September/October newsletter (issue 154). Devo also contributed articles and pictures to every newsletter this year and wins a \$20 gift voucher from Gordonson Cycles.

THE 2001 CTA COMMITTEE

The new CTA Committee for 2001 is as follows:

President	Mark Elliott
Vice President	Janet Deverill
Secretary (co-opted)	Karen Date
Treasurer	Ann Wilson
Editor	Terry Bailey
Rides Co-ordinator	Simon Koek
Committee	Craig Abernethie
Committee	Lorraine Price
Committee	Mark Boulton

Welcome to the new committee and a big thank you to the outgoing committee for 2000.

SUPER ACHIEVER AND CHALLENGE AWARDS

Super Achiever Award

Congratulations to Ann Wilson, Kleber Claux, Mark Elliott and Michael Hook who successfully completed the Super Achiever series in 2000. They each completed a 50km, 100km, 200km, 300km and the 10,000 in 8 ride.

Challenge Award

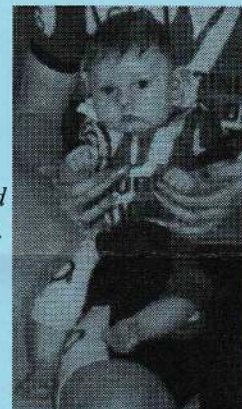
There were no recipients for the Challenge series in 2000.



Out-going president Desama "passes the baton" as she presents Ann with the Cycle Tourist of the Year Trophy.

Ann is a deserving winner of the award and led last year's OYB tour and will also be leading the next tour. Ann also leads many rides and has just started her fifth year as Treasurer.

Congratulations!



Mitchell was dressed for the occasion.



The four Super Achievers with their hard earned commemorative mugs.

From left to right: Kleber Claux, Ann Wilson, Michael "Hooky" Hook and Mark Elliott.



The new CTA Committee for 2001.

Back row:

Craig Abernethie, Simon Koek, Mark Elliott, Lorraine Price, Karen Date.

Front Row:

Janet Deverill, Ann Wilson, Terry Bailey, Mark Boulton.

Ten Tips for Staying Alive on Your Bike

by Dale Neill

So far in this series we have covered:

- 1 - Be seen by day
- 2 - Be seen by night
- 3 - Wear a helmet
- 4 - Pedal downhill
- 5 - Avoid riding into the sunset
- 6 - Ride in a group

TIP 7 - HAVE TWO BRAKES THAT WORK

You may only REALLY need them once in your lifetime!

A long, long time ago (and I mean a long time ago) – almost before there were any brakes but not before there were bicycles, I was holidaying on my Uncle Alby's farm at Benjaberring near Wyalkatchem about 200kms east of Perth. There was this wonderful old 28-inch bicycle with no brakes whatsoever. The preferred method of stopping was to jam the sole of your shoe between the front fork and the tyre. It didn't work all that well, but I didn't go all that fast, there was no traffic and there were no big hills on the farm.

The 'jam your sole' method of braking worked like a breeze most of the time. However, on one occasion I 'double dinked' my girlfriend on the top bar. Marilyn had come to discover farm life and double dinking was part of the learning process.. Overcome by the closeness of her female presence I overlooked certain engineering implications resulting from the double dinking. Firstly, our combined weight meant that our bicycle now travelled at much higher speed down hill. Secondly, I was now unable to see the front wheel or where to put my foot to effect the 'brakes'.

Our frivolity rapidly disappeared as we reached a rather alarming speed on the down-

hill gravel track. I misjudged where the front tyre was and managed to put my whole shoe into the front wheel, ripping out half a dozen spokes in quick time and brought the whole bike to a spine-tingling halt. For some inexplicable reason Marilyn was catapulted over the handlebars and completed a fairly lady-like three point landing on the gravel, incurring only slight injuries and mild gravel rash. A millisecond later I also catapulted over the handlebars and fortunately for me (but unfortunately for Marilyn) completed a soft landing on top of my soon to be ex-girlfriend. The impact squashed Marilyn's face into the gravel where she now experienced several deep and long lasting gravel gouges and multiple bruising.

I learned two lessons from this incident. Firstly, have a bike with good brakes and secondly, this was not the way to impress a girlfriend.



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The key thing about brakes is that you may only REALLY need them once in your lifetime, but when you do, they have to work perfectly. Most bicycles have two brakes and they must always work with optimum efficiency. Should one fail, the other should be in perfect condition to bring your bicycle to a halt in an emergency. It is extremely foolish to ride around with one good and one inferior brake. What happens when the good brake fails?

Both brake cables should be replaced with new cables at least every second year, preferably every year, depending on how much riding you do. Your brakes may feel fine, the cables may look OK and they seem to be working perfectly. When was the last time you applied both brakes under full load for an emergency stop? THAT is when they must work and must work perfectly! Brake cables suffer from metal fatigue from the endless

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minor braking. In other words, every single time you brake, your cable becomes a little weaker and a little more likely to snap. In particular, cables become particularly weak where they end at the little knob. And of course that little knob is hidden away inside your brake lever.

On a steep mountain descent on the 1985 CTA Bali Baik Baik Tour, Iain Smith sheared the knob off his front brake cable and had to resort to his rear cable for an emergency stop. Luckily, I was not far behind and carrying a spare cable.

You should adjust the pads and levers on your brakes to provide maximum braking efficiency. The brake pads should make contact with the rim within 20% of the 'throw' of the lever. It is dangerous to have brakes where the pads only contact the rims in the last centimetre or so of the 'throw' of the lever. If you have particularly small hands you may need to look at an alternative lever design to allow you to get 'purchase' on the lever.

For optimum braking efficiency, you need straight rims and best quality brake pads. Alloy rims work more efficiently than steel rims and smooth rims are more efficient than dimpled rims. However, any buckles or dents in your rims, no matter how small will cause a loss of braking efficiency. It's a good idea therefore to have your wheels 'trued' once a year. Not only will your brakes work more efficiently but the bike will run and coast more smoothly.

If you own more than one bike, have your 'lever/wheel' operations synchronised. Some riders have their right lever operate their front brake while others have their right lever operate their back brake. This is a matter of personal preference. What is important is that all your bikes are configured the same way.



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Finally, a special note about wet weather braking. No matter how efficient your brakes are during wet weather the efficiency will decline rapidly. In really wet weather it may feel as though you have no brakes at all! Bicycles are faced with the dual problem of lack of friction between the pads and the rim and loss of traction between the tyres and road. It is vital to lightly apply both brakes a long distance before you intend to stop to dry the water from the rims, particularly on a downhill run and more particularly if you are under load. The drying effect makes the brakes slightly more efficient and also gives you a feel for the braking capacity of your bike. It would be no exaggeration to say that moderately wet conditions could increase your braking distance by a factor of 5 to 10 if you do not dry the rims.

To summarise:

- ◇ Have TWO brakes that work incredibly well
- ◇ Replace cables annually
- ◇ Adjust pads and levers correctly
- ◇ Test with full force
- ◇ Use best quality brake pads
- ◇ Have wheels 'trued' regularly
- ◇ Apply brakes lightly to dry rims during wet weather


TIP 8 - CHOOSE QUIET ROADS AND QUIET TIMES

In 1995 I was on a cycling holiday through France with my wife, Margaret. We had had wonderfully relaxing 'Bon Randonneur' along the quiet back roads along the Loire Valley and down into Provence. Picnic lunches, sunny skies, friendly folk, life was bliss.

While overnighing in Toulouse I decided to visit the Aerospatiale factory where the Airbus is assembled. While cycling to the airport I accidentally manoeuvred myself onto a six-lane freeway for a fairly scary 15-minute

cycle ride. There were cars to the left of me, cars to the right of me and worst of all cars behind me! Even pedalling at 60 to the dozen I was no match for the six lanes of traffic travelling at 110 km/h plus. Some roads are great for cycling while others are not.

I am still amazed by the number of cyclists that tell me that they have just cycled along Scarborough Beach Road or Wanneroo Road or Stirling Highway and complain about the traffic and how little they enjoyed the ride. These are not roads for cyclists. They are characterised by narrow carriageways, no edge lines, dense commuter and commercial traffic, traffic lights, wall to wall commercial activity with driveways to allow motorists to turn in front of or pull out in front of the unwary cyclist, unavoidable grates and lots of puncture litter against the left kerb. You only ride these roads because they link you to somewhere else more peaceful and much safer. Roads that are unpleasant to ride are usually unsafe to ride as well.



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Choose roads that have low traffic density, no cross roads (example: T junction), left-hand turns, sealed shoulders with edge lines, absence of commercial activity and preferably a river or bush on your left hand side. Tall order maybe but something at which to aim your front wheel.

Staying alive on your bike is also influenced by the time of day you choose to ride. In a previous article I spoke about the extreme danger of riding directly into a sunrise or sunset. Bearing that factor in mind, morning cycling is generally safer than afternoon cycling. However, try to avoid peak hour traffic. In other words, try to finish a ride by 8am or start after 9.30am, thus avoiding the hustle and bustle and impatience of some motorists.

Accident statistics show that Friday afternoon is one of the most dangerous times to be on the road closely followed by Saturday afternoon and evening. On the weekends, early morning traffic is very conducive to

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safe cycling. Just look at the growing crowds cycling early on Saturday and Sunday mornings. By the afternoon, traffic is heavier, drivers have had more alcohol to drink and there is generally less patience shown towards cyclists. If you're part of the cycling set in Fremantle you will have noticed that all the café latté's and cappuccinos are finished by 9:30 or 10:00am.

Finally, the time of year is another factor to consider in decreasing your vulnerability on the road. I'm sure it comes as no surprise that there are certain silly seasons on our roads. During these times, motorists leave their common sense, manners, patience and driving skills in a little bag at home to be collected later. Mixing it with these folk while on your bike is asking for trouble.

'Silly season' times include the last week before Christmas, New Year's Eve, the two or three days immediately before and after Easter, and Fridays before long weekends.

Fortunately, we are usually able to find that very special place to cycle into the sun on the day before Easter where there's not a car in sight. And while long queues of people are trapped in their little metal boxes, bumper to bumper, becoming frustrated and burning up fuel you can be coasting along a coastal path on your own or with your favourite friend and watch the sun set over the Indian Ocean without a care in the world.

To summarise:

- ◇ Avoid high stress roads filled with cycle hazards
- ◇ Select times of day when traffic is light and motorists are alert
- ◇ Avoid 'silly season' cycling

(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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2000 SouWest Forests Tour Highlights

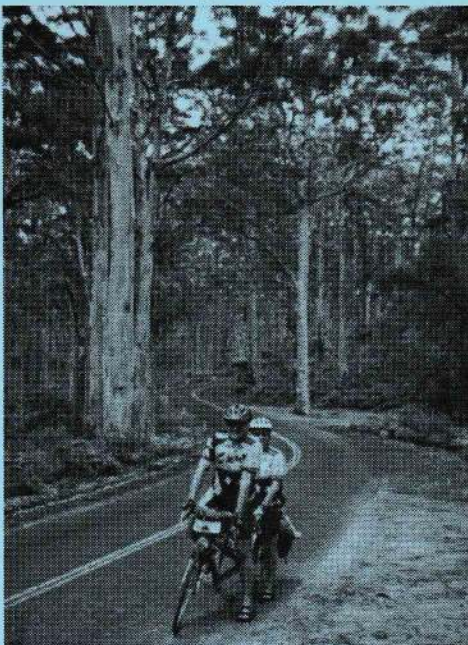


Ann and Kleber decide to trade in their trusty steeds to try out a tandem for a day.



What made these cyclists stop riding through this beautiful forest?

Probably the same thing that made these two stop along this scenic road.



Could it be a tea stop just ahead?



What people got up to on the Pemberton Rest Day.

Trying to get run over by a steaming locomotive...

...hitching a ride from inside a tree.



Peak hour at Donnelly River General Store.





The crazy hat night set the tone for a fun-filled tour.



The Wally Test - Answers

Below are the answers to the Wally Test in Issue 155. How did you rate?

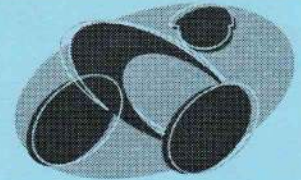
- (a) What square?
- (b) Two apples.
- (c) Yes.
- (d) The match.
- (e) Nine.
- (f) None (it was Noah's Ark).
- (g) You don't bury survivors.
- (h) Glass.
- (i) Peacocks don't lay eggs.
- (j) A bungalow doesn't have stairs.
- (k) Your name.
- (l) 16,515.
- (m) The same middle name - "the".
- (n) A chair, a bed and a toothbrush.
- (o) Once.

Score	Rating
10-15	Smart Alec
5-9	Wally
0-4	Mega Wally



Bagpipes, belly dancing and a barrel boy featured at the concert in Donnybrook.

These two show "girls" finished the night off.



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Tootling to Toodyay

Tootle: vi & t. (intransitive & transitive verb); to toot gently or continuously, esp. on flute (Australian Pocket Oxford Dictionary, 1976)

Ahh, that sounds good. At 6:00am my legs spring me out of bed for a gentle ride to Toodyay. Had breakfast? Yes. Spare clothes? Check. Got the bike? Ready. Let's go!

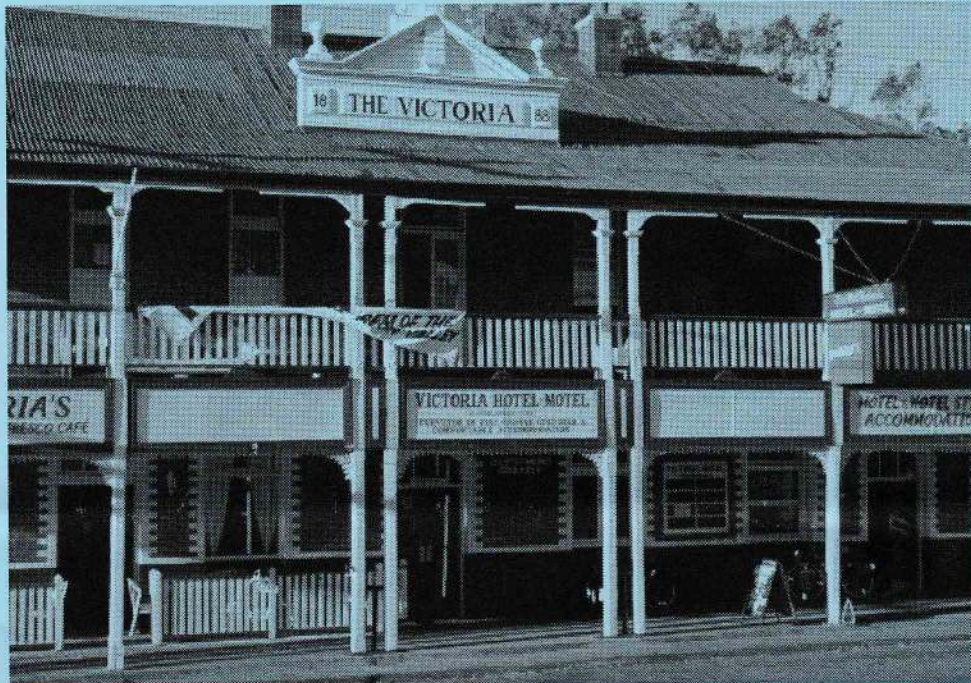
At the early 7:45am Midland train, Chris and Helen Lund were ready too, as we were waiting for the rest of the troops to front up. Ahh, here comes Tom, Ann, Lundy, Simon – the tour leader, Stan, Ron and Ally with their KHS tandem, and finally Liz and Stan (the car driver); did I forget anybody?

After a briefing, we “cruised” the Midland area, a whistle-stop to Simon's rellies and another brief bout on the hurly-burly Great Northern Highway to our morning tea stop at Bullsbrook, approximately 11-12 kilometres away (the highway is completely sealed now – no more roadworks).

Keeping single file as much as possible, Ann and the tandem were way out in front. As I whizzed past Liz she exclaimed “Devo! What's going on?” I think I spotted Desama waving g'day in her car and I was trying to keep pace with it – unsuccessfully.

With the brief morning tea stop over, it was time to take the scenic route along Chittering Road to Golden Grove for a short re-hydration of orange juice and back on the bikes.

Up and down the roads we carried on to our lunch stop at the Julimar Road/bridge intersection for a well deserved lunch. What's



under the bridge? Ahh, it's cooler here. How many kilometres to Toodyay, Simon? “Ooh, about 37 or a little more.”

Are there any hills? “Some of them can be a little ‘testy’.” Hmm, that sounds ominous, but I've managed so far without a granny ring, as I pedal around the corner...SURPRISE! Aw gawd a big one. Into a head wind I struggle to the crest of it. According to the map, Julimar Road is 37km long, one of the most arduous roads I've had to cycle in a long time. I wonder how Desama and Kate managed last year? Thank you

Simon for the extra water you carry in your pouch as I ran out.

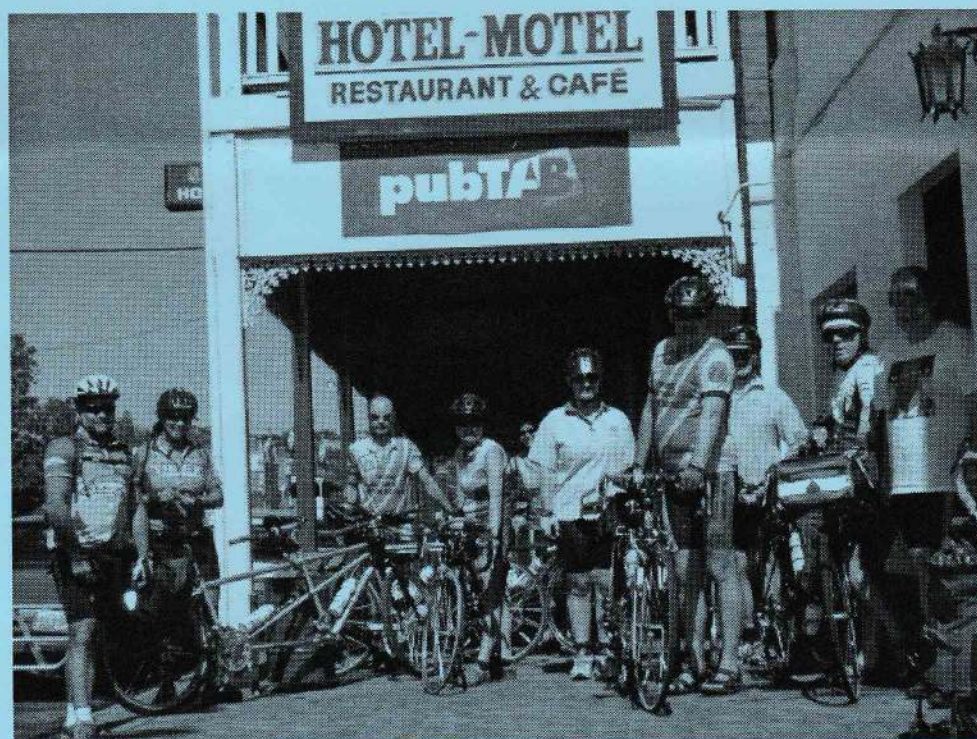
Half-way to Toodyay, my legs were getting VERY weary. Please, somebody tell me how far Toodyay is? Shall I stop and ask this person getting into his car? “Don't you dare. If you do, you'll be stuffed” my legs said. “You sprang me out of bed this morning!” I muttered.

At last, there it is!! Thank GOD for that as I arrived at The Victoria Hotel, Toodyay. Where are the others? What time is it? It's only 3:50pm. Ann had a rear puncture, delaying her (and everybody else to help her) by 15 minutes.

As I was warming down, a young cyclist and his expensive carbon fibre bike was waiting at the Post Office for his mum to pick him up. “What happened to your bike, mate?” I asked. The young man, Rob, (about the same size as Kleber) a member of the WA Cycling Federation, replied that a semi had swiped him off the road. There seems to be a new breed of driver these days, the “King Of The Road” syndrome - who refuses to “share” the road with ANYBODY!!

There were no cuts or blood on him that I could see, but his bike faired the worst. “Which club are you with?” he inquired. “I ride with the CTA” I replied. “Ahh, I know them. I used to be a member a few years ago.” By the time Rob and his bike had gone, the rest of the Toodyay troops had arrived and we were all very tired.

What a “Tootle to Toodyay” day that was. A weary Devo



The CTA Achievement Ride Series

The CTA conducts a series of Achievement Rides each year that will allow you to qualify for an award. A cloth badge is also available for each of the individual rides and cost \$5 each.

Three series are available: the Super Achiever, Challenge and the new Merit Series. Each ride of the series must be completed in a set time limit but is otherwise non-competitive in nature. The three series are detailed below:

Super Achiever Series

To become a Super Achiever you must complete the following five rides in the specified time limits:

- 50 km (3 hours)
- 100 km (6 hours)
- 200 km (13½ hours)
- 300 km (20 hours)
- 10,000 in 8 (10,000 vertical feet in 8 hours)

Challenge Series

To receive the Challenge Award you must complete the following five rides in the specified time limits:

- 50 km (3 hours)
- 100 km (6 hours)
- 100 mile (10 hours)
- 200 km (13½ hours)
- 10,000 in 8 (10,000 vertical feet in 8 hours)

Merit Series

To receive the Merit Award you must complete the following three rides in the specified time limits:

- 50 km (3 hours)
- 100 km (6 hours)
- 5,000 in 4 (5,000 vertical feet in 4 hours)

Using Brevets and Audax Rides

Each Achievement Ride will be held twice during the year to provide the maximum opportunity for members to complete one of the series. However, if you are unable to attend one of the official CTA rides, then a CTA brevet card can be used to complete the ride. Contact the Rides Co-ordinator to get your brevet card and route description. After completing a brevet, the card must be returned to the Rides Co-ordinator to record the ride and ensure that the ride is officially verified by the CTA Committee.

In addition to brevet cards, official Audax rides can also be used to complete the 200km

and 300km rides (Refer to "Audax for CTA Ride Series" for additional information on using Audax rides).

To qualify for an award, all rides for a series must be completed and verified by the CTA Committee two weeks before the AGM.

If you require further details please contact Simon on 9271 2959 (H).

AUDAX FOR CTA RIDE 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. There is an extra \$2 fee for non-Audax members. 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, please contact Simon on 9271 2959 (H).

THE WINNER'S CIRCLE

A list of members who have successfully completed a ride for one of the achievement series will be printed here in each newsletter.

Stay tuned for the first batch of eager cyclists.

Audax Australia

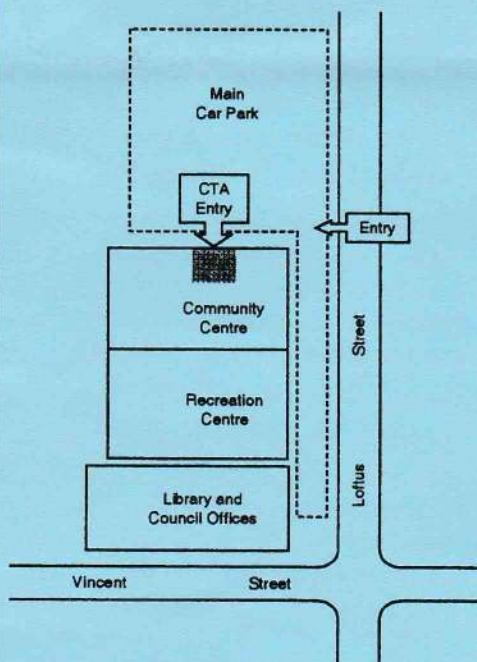
Audax is an international long distance cycling club. The first club originated in France in 1904. The name is a loose translation from the latin and means "courage". All rides are non-competitive and conducted over specified routes and distances within set time periods.

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 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 Desama on 9472 9887 (H).



Rides Calendar – January to February 2001

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 JANUARY 14

THIS RIDE'S A BEACH

40km Easy, 8:00am Start. Meet at Charles Paterson Park (near the children's playground near Burswood Casino). From there we will follow the railway to Cottesloe Beach for a swim and refreshments before returning.

Leader: Terry ☎ 9472 9887 (H)

TUESDAY JANUARY 16

RING IN THE NEW YEAR

10km Easy, 6:20pm for a 6:30pm sharp Start. Meet at Charles Paterson Park (near the children's playground near Burswood Casino) for a short ride to see the new Bell Tower, and afterwards possibly going somewhere for a meal. *Lights essential and reflective vests recommended.*

Leader: Simon ☎ 9271 2959 (H)

SUNDAY JANUARY 21

ONE WAY COASTAL CYCLE

60km Moderate, 9:00am Start. Meet at Fremantle train station (meeting the 8:28am train from Perth) for a scenic ride up the coast, hopefully aided by an early sea breeze. Morning tea en route and finally arrive at Mindarie Keys for lunch. Train home or cycle - your choice.

Leader: Ann ☎ 9444 5160 (H)

FRIDAY JANUARY 26

SPOT THE FIREWORKS

20km Easy, 5:30pm Start. Meet at the East Perth train station (in the carpark off East Parade) for a short ride to find a reasonable spot from which to view the Skyworks. Bring your own dinner, drinks and blanket. *Lights essential and reflective vests recommended.*

Leader: Simon ☎ 9271 2959 (H)

SUNDAY JANUARY 28 A BRIDGE TOO FAR NARROW(S)

30km Easy, 8:30am Start. Meet at Charles Paterson Park (near the children's playground near Burswood Casino). From there we will set course for the Narrows where will have a walking tour of the new Narrows Bridge before it is opened to traffic.

Leader: Terry ☎ 9472 9887 (H)

SUNDAY FEBRUARY 4

BEAT THE HEAT

60km Moderate, 7:20am for a 7:30am sharp Start. Meet at Fremantle train station (meeting the 6:58am train from Perth) for a brisk ride around the Swan River. In an effort to beat the heat, morning tea will be enjoyed at the end of the ride.

Leader: Lorraine ☎ 9271 1540 (H)

WEDNESDAY FEBRUARY 7

YOU'RE NEVER TOO THAI-ED

20km Easy, 6:30pm Start. Meet at the Raffles Hotel carpark for a pleasant evening ride before retiring to dinner for some knotted cuisine. Note: small change is handy when paying the bill. *Lights essential and reflective vests recommended.*

Leader: Helen ☎ 9313 6523 (H)

SATURDAY FEBRUARY 10

AUDAX 300

300km Hard, 5:00pm sharp Start. The Cure for Insomnia is a supported ride starting in Midland. As for all AUDAX rides, bookings must be made at least one week before the ride.

Contact: Simon ☎ 9271 2959 (H)

SUNDAY FEBRUARY 11

A VERY LAKE-ABLE RIDE

40km Easy, 8:50am for a 9:00am sharp Start. Meet at the western most carpark on the south side of Lake Monger for a relaxed ride around, taking in some local lakes and the coast.

Leader: Karen ☎ 9385 1358 (H)

SUNDAY FEBRUARY 18

A GUILDFORD GAMBOL

25km Easy, 8:00am Start. Meet in the Galleria carpark (near Fast Eddy's, off Walter Road) for an easy ride to Guildford for morning tea, before returning.

Leader: Marion ☎ 9271 9409 (H)

WEDNESDAY FEBRUARY 21

AN EVENING BARBEQUE

20km Easy, 6:30pm Start. Meet at Charles Paterson Park (near the children's playground near Burswood Casino) and bring your favourite foodstuffs for a barbeque after a pleasant ride around the river. An esky will be available to keep food cold. *Lights essential and reflective vests recommended.*

Leader: Noel ☎ 9355 2745 (H)

SUNDAY FEBRUARY 25

BEAT THE HEAT TOO

50km Moderate, 7:20am for a 7:30am sharp Start. Meet at Guildford train station for a brisk ride around the Swan Valley. In an effort to beat the heat, morning tea will be enjoyed at the end of the ride.

Leader: Lorraine ☎ 9271 1540 (H)

MARCH 3-5

BINDOON WEEKEND

Up to 80km per day, Moderately Hard. Spend the long weekend at the Hook Residence, enjoying Chittering Valley, Bindoon and their environs. See page 2 for more details. Booking and a \$5 deposit is required before February 28.

Organiser: Hooky ☎ 9576 1247 (H) or Simon ☎ 9271 2959 (H)

WEDNESDAY MARCH 7

GOOD FOR WHAT ALES YOU

20km Easy, 6:30pm Start. Meet at the Loftus Community Centre (cnr Loftus and Vincent Streets, Leederville) outside the social night venue for a leisurely ride before enjoying a meal at the Paddington Ale House. Note: small change is handy when paying the bill. *Lights essential and reflective vests recommended.*

Leader: Stan, but contact Simon ☎ 9271 2959 (H)

SUNDAY MARCH 11**THE SUMMER ASCENT**

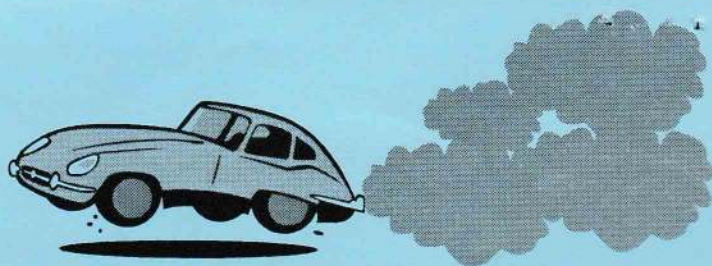
60km Moderate, 8:30am Start. Meet at the big log in Kings Park (off Fraser Avenue) to "experience" the "undulations" of Perth suburbs. A good training ride for the first of the achievement rides.

Leader: Ann ☎ 9444 5160 (H)

COMING EVENTS**Bikewest 2001 - March 16-25**

Friday March 16	Bike to Work Breakfast
Wednesday March 21	BBQ Ride
Sunday March 25	Lake Leschenaultia Ride

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 February 15.

**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.

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 with a copy to the BTA at bta_wa@hotmail.com please.

Mark's Meanderings

Welcome to another new year – the start of the real New Millennium (I believe) plus the 100th anniversary of Federation.

I would like to thank the outgoing committee for all their hard work in making things happen during the last year, with special thanks to Desama as outgoing President for her work in that important role. I would also like to thank the new committee for volunteering to take on their respective roles, especially those who are new to this sort of thing. I look forward to working with you all during the coming year.

One of the early events happening this year is Bikewest which is coordinated by the Department of Transport. This year, the CTA is planning to host a BBQ ride on the Wednesday, and a ride to Lake Leschenaultia on the Sunday. Both of these events were very well attended last year and we hope for a repeat outcome this year. These events are open to regular (plus not so regular) CTA members as well as members of the cycling public who are very welcome to participate in them. We would also be grateful if a few members who do attend could assist in the organisation of the rides, undertaking duties such as marshalling and assisting riders who may be experiencing difficulties. If you would like to assist, please contact me, or any of the committee members.

The weather is still potentially very hot at this time of the year, so in consideration of this we have mostly shorter rides on the weekend ride calendar. If it is too hot for you to cycle on the weekends, there are also the short mid-week dinner rides, which are scheduled until around about Easter. However, autumn will soon be with us with the cooler weather and some longer rides will be available.

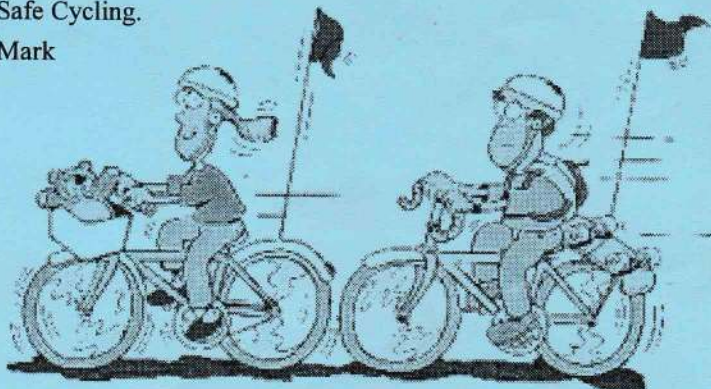
It would be rewarding to see a few more members attempt the achievement series of rides, in addition to the regular members who undertake them. This year will see the introduction of the Merit series in addition to the Super Achiever and Challenge Award series. Those who have found the other two series a bit daunting in the past might find that the Merit series is more amenable than the other two, which require a very high level of commitment. The Merit series comprises a 50km, 100km and a new hill climb ride called the 5000 in 5 which is similar in concept to the 10,000 in 8.

Another thing that we would like to encourage is for those members of the club who are currently not actively involved to come along on some of the club rides and events. We also encourage new members to participate, who have joined of their own accord or who have gained 6 months membership as first-timers of the On Your Bike Tour.

I look forward to seeing you at a CTA ride soon.

Safe Cycling.

Mark



2001 MEMBERSHIP FEES

The CTA Membership is from January 1 to December 31 each year. Membership fees for 2001 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 sleeved Coolmax tops and black lycra knicks with a coloured side panel.

Some stocks are available in a range of sizes from S, M, L, XL and XXL and costs \$65 for knicks and \$70 for tops.

Please contact Desama on 9472 9887 if you require any further information.

Cheques should be made payable to "CTA Clothing".



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

