

THE CHAIN LETTER

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

January / February 2005

Issue 180

PROPOSED CHANGE TO RIDES CLASSIFICATION

Before I relocated to Perth in 2001, I had been living in Seattle (in the US) for 7 years. Seattle (Washington State's largest city) is in the Northwest corner of the US, about 2 hours drive south of Vancouver, British Columbia. Not actually on the Pacific coast, Seattle sits between Elliot Bay (of the Puget Sound) on the left, and Lake Washington on the right. Puget Sound is an inland waterway which provides all-weather ports for ocean-going ships at Seattle, Tacoma and Olympia. To the north and west of Puget Sound lie the San Juan Islands between the Strait of Juan de Fuca and the Strait of Georgia, as well as Bainbridge Island, the Kitsap Peninsula and Olympic Peninsula. To the east of Seattle is Lake Washington, 83 kms in circumference. Across the lake is Seattle's near neighbour Bellevue.

When I moved to Seattle (from San Francisco), I hadn't been on a bike since my teens. I bought a bike and started cycling because I saw media promotions of Trek Tri-Island, a 3-day supported bicycle tour of the San Juan Islands—and it seemed like an ideal way to explore my new state and make new friends. When I started looking for training opportunities, I realized what a bicycle Mecca Seattle really was. Voted the most cycle-friendly city in the US, Seattle is home to several large cycling clubs, of which the Cascade Bicycle Club is the largest. Cascade is a non-profit organization with the aim of "creating more liveable communities by promoting health and recreation through bicycle activities, advocacy & education". But before you say "that sounds like our CTA", compare the size of the two organizations: Cascade has a membership of over 5200, CTA membership is just under 150. Compared to the CTA's 1 ride per week, Cascade's volunteer Rides Committee

directs possibly the largest daily rides program in the U.S., coordinating more than 1300 daily rides annually!

I readily admit I've been spoiled by what I had in Seattle, and I'd love to see that here in Perth. Much of what I know about cycling and cycling clubs, I learned through my interaction with Cascade and the Seattle Bicycle Club (a smaller club dedicated more to the social aspect of riding). One of the things I've been advocating since I started cycling with the CTA is a Ride Classifications system slightly different from our existing one.

cont'd on page 2

2005 Fees Please

CTA membership is from January 1 to Dec 31 each year, and 2005 fees are due.

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

Membership forms were sent out with the last issue of the newsletter. If you renew before the end of January you will receive a \$5 discount (for adult membership only). After this date the full price applies. If you need a membership form, it can be downloaded from our website.

Please send your cheque and form to the Cycle Touring Association, PO Box 174, Wembley WA 6913. 2004 "On Your Bike" members please note that your complimentary membership extends to June 30, 2005. After June 30, part-year memberships apply and the above fees should be halved.

The CTA is a non-Government organization relying on membership fees, donations and volunteer labour to achieve our aims and objectives. These monies help provide each member with six newsletters per year, a number of social evenings with suppers, weekend trips and tours at cost, a library, and indemnity to cover property to name a few of the material benefits.

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

P.O. Box 174 Wembley 6913

CTA Email: info@ctawa.asn.au

Web Site: www.ctawa.asn.au



NEW MEMBERS

A hearty welcome is extended to new members who have joined since the last newsletter:

John Bell	Bruce Boell
Michael Detoni	Richard Marshall
Colin White	Robert Gailarducci
Clem Rossiter	Christopher O'Brien
Bradley & Lisa Cleary	Ross Miller

Tell me your cycling stories for the next newsletter! 😊

Cont'd from page 1

Our current system (see the Rides Calendar on Page 5) lists rides as Easy, Moderate, Moderately Hard or Hard. Now I consider myself quite fit, I ride a geared bike, and I've no problem riding 80-100kms, so by our existing system, I should be fine on a Moderately Hard ride, right? At least if I was new to the club I'd think that. But if the first ride I chose was a Moderately Hard ride lead by Kleber, I might never come back for a second (unless I brought an oxygen canister, and had a few days off work to recover!) I know we recommend new riders start on an Easy ride, but if I started on an Easy one, I would probably find it so slow that I still wouldn't come back, so that's not the answer either. I feel that the descriptions of the ride classifications need to be more quantitative, with corresponding road speeds (on the flats) for each category. The ride leaders must then be responsible for **staying within the road speeds for the classification they've chosen.**

Also, with only 4 categories, the existing system doesn't allow riders to gradually progress in speed/distance. The jump from our easy rides, to a moderate ride can be quite dramatic. By adding another category, we could better progress our members' riding ability.

What I will be proposing at the next committee meeting is a system very similar to Cascades. This is what I would like to see printed in subsequent newsletters:

- ◆ Rides are open to anyone wearing a helmet (meeting CPSC, ANSI, or Snell standards).
- ◆ All rides are listed according to the guidelines listed below (**pace, distance, terrain, etc.**)
- ◆ All riders are expected to ride safely and be **ready to ride** at the start time shown.
- ◆ Waivers must be signed at the beginning of each ride.
- ◆ Evening/Night rides require lights.
- ◆ Make sure you bring water.
- ◆ Please choose from the following classifications for a ride that suits your skills and energy level.

Pace:

Easy:	Under 15 kph
Leisurely:	15 – 20 kph
Moderate:	20 – 25 kph
Brisk:	25 – 30 kph
Strenuous:	30 – 35 kph
Super Strenuous:	35+ kph

refers to the average range of speeds **on level ground without breaks.** Downhills may be faster, uphill slower. *Note: for rides described as HILLY, consider choosing a pace one step down from your usual comfort level.*

Terrain: Mostly flat, rolling, some hills, hilly, or off road: refers to the hilliness of the ride.

Map: Whether or not a map is provided.

Regroup: None, Occasional, Frequent, Stay-together: Indicates how often the leader stops to regroup. Generally faster-paced and longer-mileage rides regroup less frequently. "None" and "occasional" regroup categories generally expect experienced riders who can fix their own minor mechanical problems and follow a map or cue sheet if they get separated from the group.

Rain: Rain cancels, rain does not cancel, heavy rain cancels, heavy wind cancels: Indicates whether or not certain weather conditions cancel the ride.

Repairs: All riders are expected to carry the equipment necessary to fix a flat (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). Ride leaders have differing levels of mechanical ability and may/may not be able to help you—all riders are responsible for showing up with a well-maintained bicycle!

If we adopt this proposed system, ride leaders will need to **adhere to** the pace classifications. That means, if you list a ride as Moderate, you **must** ride at 20-25kph on the flats, even if **you** feel like going faster/slower. The only time *cont'd on page 7*

From the Annual General Meeting, Saturday Nov 27, 2004

2005 Committee Members

President:	Noel Eddington
Vice President:	Terry Bailey
Secretary:	Connie Eddington
Treasurer:	Ann Wilson
Ride Coordinator:	Grant Gregory
Editor & Clothing:	Deb Palacios
Website:	Mark Boulton & Tom Hallam
Safety & Promotion:	Bruce Robinson
Social:	Maria Antonas

Ride of the Year: 30th Anniversary Tour led by Kleber & Stan. Stan (the Man) is out front.



Cycle Tourist of the Year-Kleber is on the right, fuelling up during the 30th Anniversary Tour. On the left is Terry, CTA VP.



Newsletter Article of the Year: 'Perspectives on the 30th Anniversary Tour', by Rosalie.



Membership as of the AGM:

141 strong and growing - Tell a friend!!

Rides Coordinator Report, 2004

As usual the Sunday morning ride remains the centrepiece of club activity. Throughout 2004 rides seemed to be reasonably well patronised although more longstanding members would be better placed to make comparisons with previous years. Generally however most participants seem to come from a hardcore of 20 to 30 semi-regulars and it should be a goal of the club to somehow encourage a wider group. One wonders sometimes about the existence of the other 100 or so "silent members".

This year there have been a number of extended tours and weekenders most of which were well supported. Special thanks must go to those who put time into organising and leading such events, especially the 30th Anniversary tour. The tours to Guilderton in August and York in late October were good fun as was the mini-tour taking in Brookton and York in early October. However as a relative newcomer to the club I am somewhat surprised that more of these tours are not offered as, after all, we do call ourselves the Cycle Touring Association. A goal for 2005 should be to offer more of this type of event.

Back to the Sunday rides. It can sometimes be a bit stressful arranging leaders and in this regard I wish to extend a special thank you to three groups of members.

The first group includes those

stalwarts who regularly agree to lead rides, most of the time willingly and sometimes at short notice. This group comprises the central driving force of the club and without this type of member the operations of any club, CTA included, would be severely curtailed. I speak here of Kleber, Ann, Noel & Connie, Tim, Hooky, Patricia & Lance, Stan, Terry the various Mikes and Marks and members of organising committees. My apologies to those who may think they have been omitted. It is hoped that more members can find the time and motivation to become part of this group.

The second group are those who have volunteered to lead a ride for the first time in my experience with the club. The planning task is relatively minimal, except maybe the decision of where refreshments should be taken, and is often along routes which are ridden regularly anyhow. My thanks in this regard go to Tom Hallam, Dennis Kelly, Jim McLean and Dave & Christina Munyard (coming up) and me (I suppose).

The third and regrettably the smallest group are those who kindly volunteered to lead without me asking. How much easier the job would be with more of these little gems. A special thanks to Liz Weib and Dave Stobie.

It is hoped that 2005 will see more participants, a wider range of leaders and more members willing to devote a little more time to club activities.

~Grant



TRAVELLING WITH YOUR BIKE



Travelling with your bike, particularly overseas, is not what it used to be. It seems that travel executive everywhere are trying to make it more and more difficult to take your bike with you.

As one of the older members of the CTA, (so succinctly referred to at the recent AGM as “one of the old f**rts”) I am permitted to reminisce a little.

On my first overseas tour in 1984, several of us planned to meet in Amsterdam at a certain date and time. This we successfully did, except that one poor fellow still did not have his bicycle! He had not realised that airlines at that time carried your bike free as part of your luggage, subject to certain minimal adjustments to the bike. He had consigned his bike, unaccompanied, several days before and then was unable to recover his bike from Schiphol airport when he needed it because it happened to be a weekend. Not only had he had to pay freight of about \$100, but he also had to pay another fee for storage in Amsterdam!

On a tour in 1990, two of us had elected to purchase new bikes in England from a catalogue. In retrospect, this was not a good idea as any new bike takes some weeks to “settle in”. If you are close to where you purchased the bike, any such adjustments are free and carried out by your bike shop. We had cut ourselves off from this assistance and so suffered an unusual amount (to us) of problems.

Even more recently, in France, we were not permitted to carry bikes with us on the electric train because there were no special provisions made for bikes. We were forced to consign our bikes to our destination using the freight off-shoot of the French Railways which is called Sernam. Consequently our bikes arrived three days after we did.

Mind you, we don't have to go very far from home regarding difficulties in taking your bike with you. Have you tried the Australind, where no more than three bikes can be booked on any one trip – and there are no facilities to secure the bikes any way? Just remember to have plenty of rope with you and be prepared to watch

over your bike, which is accessible to anyone on board the train. Have you tried the new Prospector service to Kalgoorlie yet (when they get the mechanical problems sorted out)? I don't speak from first-hand knowledge here, but I understand that there is no provision for carrying bikes at all on these brand-new coaches.

Air travel with bikes is becoming more difficult too I believe. Returning briefly to our 1984 tour, all of us travelling on international routes (with the exception noted above) had been able to carry our bikes with us as accompanying baggage without charge, because it was regarded as sporting equipment. We were required only to remove the pedals, turn the handle-bars sideways and lock them under the top bar, and deflate the tires. We usually added some padding – in the form of foam lagging – which was split then applied to the top-, down- and seat-tubes and subsequently re-taped. In this way we usually (but not always) managed to recover a ride-able bike at journey's end. Today, so I believe, it is not possible to travel anywhere by air without first of all packing your bike in a box.

Here then is the reason for this article. I would enjoy hearing from readers about their recent experiences, either in Australia or overseas, on the tricks and traps of travelling with bikes. Do they need boxes? If so, how do you acquire a box, both for departure and on return? Are you now required to pay for the bike, or is the weight of the bike-in-the-box added to your luggage weight? Do you have a special travelling box for your bike? If so, what would one cost? What do you do with it on arrival at your destination, and how do you retrieve it again for the return journey?

And finally, does anyone have experience with bicycles which either fold or come apart? I will be putting some information together over the next few weeks on folding bikes, which are my current interest, but for me at the moment this is a theoretical exercise. I am relying on you to provide some first-hand information as to costs, reliability, ride-ability and, above all, what are they like to travel with? Are they the answer to the current difficulties encountered in travelling with your bike?

~Ron

Editor's Comment:

Please email your experience/comments directly to Ron (rdbowyer@it.net.au) as he is working on a follow-up article for the next issue of the newsletter, and would love your input.

Ron—Both Colin and I have travelled extensively overseas with our bikes (US, UK, NZ, Canada). Travelling internationally by air, most airlines will count your bike (in a box or bag) as 1 of the 2 allowed pieces of checked luggage, but it must fall within the per-bag weight allowance. Travelling within AU you have to negotiate with the particular airlines—we found Virgin more accommodating than Qantas. We have also shipped our bikes as unaccompanied baggage with no dramas.

I purchased a hard bike case in the US in 2000, and swear by it. It cost me US \$240 then, but I think it has paid for itself many times over. You do have to break the bike down (handlebars, seat and wheels), but the case has internal straps and layers of foam to hold everything in place. It has a handle and wheels, so it's quite easy to move. Colin either borrows my hard case, or uses a padded bike bag (and hasn't had any major damage). The advantage of the bike bag is that it's flexible and the bike doesn't have to be broken down as far as for the case. You do have to arrange for storage of either the case/bag when you're touring. In the past we have made arrangements with our hotel to store them while we were on the road, and Colin has also used the left-luggage facility at the airport for a minimal cost.

~Deb



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New!! Lift out Rides Calendar Page for January to February 2005

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 rider, geared bike

Moderately Hard—fit, experienced rider.

Distances < 100km

Hard—fit, experienced and strong rider.

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.

Wednesday, January 19**On the Birdwalk (Night Ride)**

20km, Easy, 6:30pm meet at Loftus Community Centre. Join me for a short ride to a fish and chips café. Afterwards we will make a quick visit to a boardwalk at Herdsman Lake to see if we can spot some of the nocturnal feathered creatures. Bring a torch. Lights and reflectors essential.

Leader: Stan ☎ 9444 4207 (H)

Sunday, January 23**Bikin' With Mike**

41km ride plus a 50m run across the beach to test the water, Easy (15-20kph), mostly flat with a few gentle undulations. 8:45 for 9am start. Meet at the north end of the carpark at Rendezvous Hotel, Scarborough Beach (opposite the blue loo) for a leisurely "social" ride in the fresh, salty air up the coast to Burns Beach where we'll stop for a cuppa. On returning to SB the hardy ones can dip their toes in the briny (nude toes allowed). Those with some extra time may like to enjoy a lunch at one of the many eateries at the beach.

Leader: Mike ☎ 9448 1978 (H)

Wednesday, January 26**Oz Day Fireworks Ride**

20km Easy (15-20kph), 5:30pm start. Meet at the East Perth Train station (in the carpark on the eastern side) for a short ride to find a reasonable spot from which to

view the fireworks, BYO dinner, drinks, blankets etc.

Leader: Terry ☎ 9472 9887 (H)

Sunday, January 30**South of the River, Down ??? Way**

50km, 20-25kph, mostly flat. Meet near the Point Walter café for a moderately paced ride around suburbs south of the river. Coffee stop somewhere in or around Freo before returning to Point Walter.

Leader: Mike H ☎ 0400 123 432

Friday, February 4**Around-a-bout The River (Night Ride)**

30km Easy Pace (18km/h) average, 6.05pm sharp. Meet at Charles Paterson Park, Burswood (by the children's play ground). Check out some of Noel's favorite paths which form great short-cuts around the South Eastern suburbs. Finishing in Rivervale for a Meal & Movie. Phone for details and don't be late. Lights Essential, Reflective vest/anklets recommended.

Leader: Noel ☎ 9355 2745 (H)

Sunday, February 6**Southern Loop**

45-55km, Moderate, Mostly flat. Meet on platform of Freo train station at 8:15 for an 8:30am sharp start. Map provided—if you're faster than the ride leader you're welcome to zip off ahead and regroup with us at the 1/2 way point in Success for light refreshments at Shields Nursery. Returning via Russell Road and the bike path from Coogee to Freo.

Leader: Deb ☎ 9418 1571 (H)

Sunday, February 20**Icecreamer Screamer!**

30km Easy, 9:00am Start. Meet at Shearn Memorial Park (cnr Sixth Ave and Carington St, Maylands) for a cruisy ride to Midland to find icy refreshment (just what's needed at this time of year!).

Leader: Simon ☎ 9271 2959 (H)

Wednesday, February 23**Midweek BBQ Night Ride**

20km, Easy, 6:30pm meet at Loftus Community Centre, where we will ride through the pleasant garden suburbs of Coolbinia and Menora. Then onto Yokine Reserve where gas BBQ's are provided. BYO everything. Lights and reflectors essential.

Leader: Stan ☎ 9444 4207 (H)

Sunday, February 27**50km Achievement Ride**

50km Moderate, 9:00am for a 9:30am sharp start. Meet at the corner of Great Northern Highway and Chittering Road for registration and map/ride description. The time limit of 3 hours (average 17kph) should ensure that everyone has a chance of completing the distance. Note there is a \$10 fee for non-members.

Leader: TBA (volunteers welcome)

Contact: Grant ☎ 9339 4248 (H)

Sat/Sun/Mon, March 5-7**Mandurah Meander**

Approximately 140km over 2 or 3 days, touring pace (20-25kph) over mostly flat-fish terrain with plenty of rest stops. Accommodation at the Lucky Caravan Park.

Saturday, March 5, 65-70km.

Meet at the Armadale Train Station for a 9am departure and proceed to Dot's Tea Rooms in Mundijong for a well deserved morning tea. It's then only a pleasant trundle of 25km or so to Mandurah where we will set up our tents in the Lucky Caravan Park. After that there is plenty to see and do, and close by are plenty of options for the evening meal.

Sunday, March 6, 0-whatever km.

After a bit of a sleep in, the day is yours to do what you fancy, and Mandurah provides plenty of variety. At this point some of us may have to return home, but at the end of the day, those remaining will enjoy a combined BBQ using the facilities at the Park. Provisions are available at the nearby supermarket.

Monday, March 7, 70km.

Having done everything the previous day we should be ready to set off back to Fremantle Train Station (via Secret Harbour, Port Kennedy, Warnbro, Rockingham) at about 9am. We will avoid the main highway as much as possible by using a variety of cycle ways and minor roads. All going well we should reach our final destination in the early afternoon.

The Lucky CP is situated at 20 Henson St. Tent sites are \$10 per tent per night. We are expected, so prior bookings for tents are not required. Those wishing to avail themselves of the onsite cottages can make their own arrangements on (08) 9535 3313 (Sharon & Rob Butcher). The park is not 5 star but it is very central and provides all standard amenities.

Leader: TBA (volunteers welcome)

Contact: Grant ☎ 9339 4248 (H)

Sunday, March 13

Wander to Whiteman Park

Two great ride options, followed by a sausage sizzle lunch at Whiteman Park. All food and drinks will be provided.

Option 1: 30km (round trip) Easy, 10:30am start.

Meet at Midland Train Station for a relaxed ride to Whiteman Park via quiet back roads through the Swan Valley.

Option 2: 60km (round trip) Moderate, 9:15am start. Meet at Charles Patterson Park (near children's playground, near Burswood Casino) for a touring paced ride to Midland following the railway. At Midland, rendezvous with the easy ride, and continue through the Swan Valley to lunch.

Enquiries: Terry ☎ 9472 9887 (H)

Wednesday, March 16

CTA Bikeweek BBQ Ride

15km, Easy, 6:30pm for a 6:45pm start. Meet at McCallum Park at the end of Taylor St, Victoria Park. Take the night off and join in the Cycle Touring Association's easy night ride. Enjoy a peaceful ride around the riverside suburbs, taking in the night time views of the city lights. You will be rewarded with a free sizzling BBQ at the end of the line. All food and drinks will be provided. BYO insect repellent. Lights essential and reflective clothing

recommended.

Enquiries: Terry ☎ 9472 9887 (H)

**Sunday, March 20
Big Freeway Ride**

This event has been newly included as part of bikeweek as a mass-participation, community ride designed to promote cycling and fundraise for various worthy causes. The donation to enter is \$25. Participants should meet at Belmont Park Racecourse and proceed along the Graham Farmer and Mitchell Freeways to Joondalup. Keep an eye on the press. See our Volunteers Needed article on page 7.

**Fri/Sat/Sun/Mon, March 25-28
Easter in the Trees**

Spent Easter this year at the Pimelea Forest Stay near Pemberton. Located about 10km from the town, it is within easy reach of cycling trails, wineries, coffee shops, picnic places, swimming holes, fine eating, you name it! Bring your bathers, walking shoes, tux, probably even your bike, and just relax.

Accommodation is at the 'big house' Pimelea Forest Stay Pemberton. Accommodates up to 24 people in three 'largish' rooms. Also available is a grassed tent area with outdoor covered eating area. Cost: \$16 per night each for a minimum of

12 guests, tent sites slightly less. House has cutlery, crockery, cooking utensils, fridge, oven, shower, toilet and a variety of single/double beds and bunks. You provide sheets, blankets, pillows, etc. The venue has coin operated laundry and drying facilities.

Getting there: For those wishing to travel in a convoy, meet at the Victoria Park Railway Station, Good Friday, in sufficient time for a 9:30am departure. The bike trailer (max 15 bikes) will be available, prior booking of a space required. Please inform Noel of your travel intentions, convoy or otherwise, and your possible availability regarding transporting other members and/or their bikes.

Leader: Noel ☎ 9355 2754 (H)

**RIDE LEADERS
NEEDED!!**

Volunteers needed to lead rides for these Sundays: April 3*, 10, 17*, 24

May 1, 8, 15, 22

*Asterisked dates are Achievement Rides. The CTA desperately needs a volunteer willing to organise all of the Achievement Rides (see dates on main calendar below). Phone Grant before he phones you. Grant (Rides Coordinator) ☎ 9339 4248 (H)

Main Events Calendar 2005

Social Evenings

- Wednesday April 6
- Wednesday July 13
- Wednesday September 14

Achievement Rides

February 27	50km
April 3	100km
April 16	Century (100 miles)
April 17	5,000 in 4
May 7	200km
May 21	300km
June 11	10,000 in 8
June 26	50km
July 10	5,000 in 4
July 24	100km
August 6	Century (100 miles)
August 20	10 000 in 8
September 3	200km
September 17	300km

Tours and Rides

- January 26
- March 5 - 7
- March 11 - 20
- March 13
- March 16
- March 25 - 28
- April 23 - 25
- June 4 - 6
- July 30 - 31
- September 24 - 26
- October 15 - 23
- November 5 - 6
- November 26
- Australia Day Fireworks Ride
- Labour Day Long Weekend
- Bikeweek
- Wander to Whiteman Park
- Bikeweek BBQ Ride
- Easter at Pemberton
- Anzac Day Long Weekend
- Foundation Day Long Weekend
- Christmas in July
- Queen's Birthday Long Weekend
- OYB Surfing the Scarp Tour
- Avon a Good Weekend
- Annual General Meeting

Cont'd from page 2:

this wouldn't apply is if **everyone** in the ride is able and willing to change the ride. This is a difficult call, as often riders are too intimidated to speak up. Instead, they just don't come back, which is what we're trying to avoid. The bottom line is, be realistic about your own riding preferences as a leader, and be firm with the group you are leading. I.e. "This is a moderate ride, and I **will** be keeping a pace of 20-25kph on the flats." Ride leaders also need to be willing to tell someone in the first couple of km's if they think they won't be able to keep up the advertised pace, and give them the option of turning back early, rather than slowing down the entire group. Faster riders will always have the option to ride ahead if they know the route, and wish to, but then they are no longer really part of "the ride". That's one reason I personally like rides that provide maps—so I know if I go slower or faster I still won't get lost! If we do adopt this system, the Rides Coordinator will need to work closely with ride leaders to make sure all rides are classified accurately.

Please email me (via info@ctawa.asn.au) if you have any comments on this proposed new Rides Classification system. I'll bring all your input to the next committee meeting so we can take it into account when making our decision. I truly feel that by adopting it we will 1) attract more new riders to the club, 2) make their first CTA ride more pleasurable, thereby keeping them coming back, and 3) progress our members riding ability. ~Deb

BIKE WEEK VOLUNTEERS NEEDED!!!

Bike Week this year is from March 13 to March 20th. The final event for this period will be the Freeway Bike Ride on Sunday, the 20th of March, when the Freeway from Belmont to Joondalup will be closed to vehicular traffic. The Asthma Foundation (organizing this event), expects between 5,000 and 10,000 cyclists to participate in this ride!

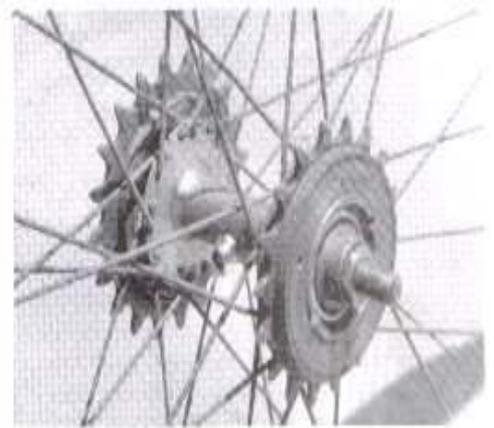
At this time the CTA Committee is still in discussions with the Asthma Foundation on how we can best help out. We anticipate many of our members will want to participate in this ride, and won't want to commit to volunteering if it interferes with their own participation. Therefore, we are proposing that CTA members act as ride leaders for small groups, delivering them from meeting points in local neighbourhoods (like bike shops), to the START point of the ride. At that point, the CTA ride leader's "volunteer" stint would be complete, leaving them free to enjoy the rest of the ride/day at their leisure. This would give our club some good exposure, while still leaving us free to do what we like—namely cycling!

If this idea appeals to you, and you would be interested in leading a small group to the start point of the ride, please contact the Rides Coordinator Grant ☎9339 4248 (H)

CYCLING TRIVIA TEST YOUR KNOWLEDGE

Welcome all you cycling geeks and nerds. This new column is where you can test your trivia knowledge about bicycles and cycling-related history.

Take a close look at the picture below. It was taken in the early 1900's. What is it, and what was it used for?



Hint: Two will get you four.

Send your answers to the editor via info@ctawa.asn.au Any new questions will also be considered for publication. Look for the answer in the next issue of the Chain Letter.

~Colin

ODE TO CYCLISTS

- May your feet stay firm in the pedals.
- May your spokes remain straight and not skew.
- May your chain stay taught and not slacken and your bearings run true.
- May your Lycra hold its shape and not fray.
- May your seat remain comfy and will survive the long stay.
- So farewell on your journey with best wishes from the "Williams Wool Shed" and may you all return again next week in sunshine to one to be fed.

Laurence Rose (Rosey), Williams Woolshed



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Albert Einstein

SO YOU WANT TO BE A RIDE LEADER?

PLANNING:

1. Pick a route. Think about your own favourite rides/places, places you want to visit, or have a chat with the Rides Coordinator, Committee Members or other experienced riders.

2. Ride (or at least drive) the proposed route, noting the distance and any hazards, before advertising/leading the ride.

3. Consider your starting point carefully. Is it easily accessible by most people (i.e. at or near a train station)? Can it be easily located (i.e. near a landmark of some feature marked in a street directory)? Also consider those wanting or needing to ride to the start.

4. If possible, write a detailed route description that can be given to the designated tail-end person ("Tail-End Charlie"). At least, note down the intended destination with its contact number(s), so the group can reunite if it is separated.

5. Consult the Ride Coordinator to find the best time for your ride in the Ride Calendar. Write a short ride description for the Rides Calendar in the newsletter with the following details:

- **Day and Date**
- **Ride Title** (see past Rides Calendars for ideas)
- **Ride Distance** (be as accurate as possible, especially for the shorter rides intended for beginners. The difference between 30km and 40km may be nothing for strong riders, but for newer people it may be so difficult that they never come again!)
- **Ride Grade** (see any Rides Calendar). Once again, be as accurate as possible, especially for rides intended for beginners.
- **Start Time** The general convention is that rides start around 15 minutes from their advertised ride. If a ride MUST leave at a certain time, then specify an additional 'SHARP' start time eg. "7:45am for an 8:00am sharp start."

6. Plan for Emergencies. Bring a first aid kit (available from Committee Members if you don't have one.) Be ready for minor mechanical problems (eg. punctures), and carry a few simple tools for seat adjustments, etc. Be aware of emergency phone numbers for the police, ambulance, etc.

7. Note that if you're going somewhere that requires a booking, either specify a booking date in the Ride Description in the Ride Calendar, or at least estimate the number of riders and make a tentative booking. You may need to consult a Committee Member to help you with this estimate.

8. If you have planned a refreshment stop, it's a good idea to call the establishment ahead of the day and warn them—20 cyclists can clean out a small café pretty quickly!

BEFORE STARTING THE RIDE

1. Try to get to the start a little early.
2. Check the suitability of riders and their bikes for your event. If you feel they're not suited to the ride, have the courage to tell them. You know the route and its difficulties, so explain it to them. If their bike is unsuitable, tell them so and why. If they are unsuitable in terms of cycling strength, perhaps suggest they try an easier ride, or give them a shorter version of the route.

3. Check that all riders have helmets.
4. Check all riders have lights for night rides.
5. Check everyone has enough water, especially in summer!

6. Co-opt an experienced rider to be the "Tail-End Charlie".

7. Count the number of riders (THIS IS IMPORTANT!).

8. Introduce yourself, the Tail-End Charlie, other members, and welcome non-members. We were all non-members once, so encourage interaction.

9. Announce future events, and encourage other members to make announcements about their events.

10. Explain the route, the intended destination and any important points on the route. This may enable riders to find the group if they become separated. An important point is that riders who think they are lost should STOP; this means the Tail-End Charlie should find them as they bring up the rear.

11. Explain that if they leave the ride, they need to inform either you or the Tail-End Charlie.

12. Review safety issues for group riding:

- Giving clear verbal indications of intentions eg "Slowing", "Stopping", "Turning Left", etc
- Using standard CTA hazard calls eg "CAR BACK", "LEGS FRONT", etc

- Taking care with traffic.
- Being considerate of other road or dual-use path users.
- Obeying road rules.
- Not riding more than two abreast.
- At each turn, making sure the rider behind you has seen the turn (in order to follow). This may require slowing down or even stopping.

DURING THE RIDE

1. Ensure the pace suits the group, and monitor throughout the ride. Especially monitor non-members on EASY rides, as they may be reluctant to express their discomfort. Instead, they might simply think that the CTA is too hard for them and never come back.

2. Care for weaker riders. Talk to them and encourage them.

3. With a large group of mixed abilities, consider splitting the group into two.

4. Try to ensure all riders make each turn.

5. Take breaks. Make sure that the last person to arrive is well rested before continuing. (Too often the last person struggles in to join the group, only to hear the leader shout, "OK, let's go!")

6. Give safety calls where appropriate eg "SINGLE FILE" where the road markings are double white lines, etc.

7. If you are stopping at a venue where a bill is involved, check with the venue management regarding outstanding payments. You (or the CTA) may want to come back here again!

AFTER THE RIDE

1. Account for all riders!
2. Invite feedback.

~Deb

CYCLERAMA

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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 at a cost of \$5 each.

The three series available are: the Super Achiever, the Challenge Series and the Merit Series. Each ride of the series must be completed within the set time limit, but is otherwise non-competitive in nature. A member can only nominate for one award per year.

Super Achiever Series

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

50km	3 hrs
100km	6 hrs
200km	13.5 hrs
300km	20 hrs
10,000 in 8 (10,000 feet of hills in)	8 hrs

Challenge Series

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

50km	3 hrs
100km	6 hrs
Century (100 miles)	10 hrs
200km	13.5 hrs
10,000 in 8 (10,000 feet of hills in)	8 hrs

Merit Series

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

50km	3 hrs
100km	6 hrs
5,000 in 4 (5,000 feet of hills in)	4 hrs

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. To obtain your brevet card and route description, contact the Achievement Rides Administrator (i.e. Vice President Terry Bailey). After completing the brevet, it must be returned to the Achievement Rides Administrator to record the ride and ensure that it is officially notarized by the CTA Committee.

In addition to brevet cards, official Audax rides can also be used to complete the 200km and 300km rides (refer below for additional information on using Audax rides.)

To qualify for an award, all brevets for that series must be completed and notarized by the CTA Committee two weeks before the AGM. If you require further details, please contact Terry ☎ 9472 9887 (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 organizer at least one week BEFORE the ride.

Forms are available from Audax (contact ride organizer). There is an extra \$10 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—\$6
all supported: contact organizer
3. Sign the form and send the form and correct money to the ride organizer (make cheques payable to Audax Australia) at least one week before the ride.
4. Maps and route notes can be collected from the ride organizer 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 Terry ☎ 9472 9887 (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 on Audax is available by contacting Colin Farmer ☎ 9330 4441 (H).

Recap of 2004 Recipients of Achievement Series Awards

Normally, each newsletter will list those members who have completed achievement rides since the last issue. In this issue, however, I'd like to congratulate **all** those members who completed Achievement Series Awards in 2004:

Super Achiever:

Andrew Candy

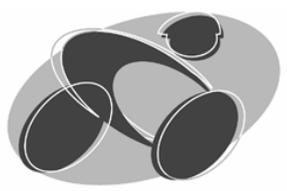
Challenge Award:

Janet Deveril Mark Elliott
Colin Pearce Liz Wheib
Ann Wilson

Merit Award:

Dan Bolter Tim Reid
Kleber Claux Karen Date
Anne Brady John Farris
Mike Holland Brian Smith
Teresa Lidiard Terry Bailey
Bruce Robinson

Bikewest



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Keep up with the latest breaking cycle related news, whether your interest is in MTB's, Touring, Time Trails, Road Racing, or gizmos and gear. Listen to the experts as they bring you what is happening in WA and the world, on:

Curtin Radio
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Put a smile on your dial and tune to 100.1MHz.

COMING ATTRACTIONS (watch for your next issue):

President's Address: Noel's ideas on the CTA's direction in 2005.

Travelling With Your Bike, Part 2, by Ron.

Ask Doctor Anne: if you have medical questions related to cycling, email them to info@ctawa.asn, and I will pass them to our own MD for this new column.

Cycling Trivia: stay tuned for the answers to this issue's question.

Rides Classifications: A recap of your input and the committee's decision.

Across the Nullabour: Tim Guy's account of his 69 day, 5718km journey from Perth to Merimbula, NSW (via the CTA On Your Bike 2004 and the Great Vic Bike Ride), on his trike and trailer!

REPORTING CYCLING HAZARDS

All riders are encouraged to make a note of hazards observed during their rides (especially on new roads or paths), and to submit a hazard report to Bikewest. The aim is to get these fixed, and more importantly, to stop new hazards being installed.

Reports can be submitted via

1. Email, to cycling@dpi.wa.gov.au, with 'HAZARD REPORT' in the subject line, and a good description of the location and the hazard.
2. Electronic Hazard Report Form found on the bikewest website at www.dpi.wa.gov.au/cycling/hazard.html.
3. Postcard. Free postcards provided by Bikewest are available from the editor.

HOUSEKEEPING

Contact a Committee member if:

1. Your contact information changes (so we can keep our data base up to date.)
2. You wish to hire equipment. We have Rear Panniers, a small Rack Bag and a Trangia. Cost is \$5 per 2 weeks, \$10 per month plus a bond, and it's a great way to sample cycle touring without investing in all the gear.
3. You wish to contribute to, or borrow from, our library of cycling related books and magazines. Items may be borrowed for 4 weeks, and the library is available for viewing during social evenings.

CTA CLOTHING

The CTA has its own, highly visible clothing, available for sale.

Short sleeved Coolmax tops are \$85 each, and available in yellow with red stripes (XS-XL) or turquoise and green (XL -XXL only).

Black lycra knicks with a coloured side panel are \$80 each, and available in yellow with red strips (XS-XXL).

Please contact Deb on ☎9418 1571 (H) if you'd like to try them on. Cheques should be made payable to "CTA Clothing".



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

