

THE CHAIN LETTER

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

September / October 2005

Issue 184

PRESIDENT'S REPORT

On the international front it was quite a month, with the Aussies doing well in the Tour de France. Cadel Evans finished in 8th place overall, just 11 minutes 55 seconds behind Lance Armstrong who covered the 3,608km in 86 hours, 15 minutes and 2 seconds, averaging 41.654km/h.

In Memorium of Amy Gillett

It was a terrible freak accident in Germany which killed Amy Gillett. Her husband Simon Gillett announced the establishment of the Amy Gillett-Safe Cycling Foundation after arriving home in Sydney. Injured team mates Kate Nichols, Lorian Graham, and Kate Browne are all now back in Australia. Alexis Rhodes and Louise Yaxley are both still in German hospitals, but recovering well and expected home at the end of August. They were all talented female road racers at the peak of fitness at the time of the accident. It is a reminder of how quickly things can change. Along with the bombings in London, it goes to show life is always changing in unexpected ways.

Cycling in Holland

Well, Connie and I are back from our overseas adventure and back into the swing of the working week. While we were away we hired some bikes as part of a package week-long stay in The Hague. The bikes were brand new PT Cruisers. They had one speed (cruise speed), handlebars like most Harley Davison motor bikes end up with, and a seat that would not have looked out of place on a Massie Ferrgison tractor!! After completing the bicycle assembly done by the factory (tighten seat rack, adjust brakes, true the wheels, pump up the tyres) we were ready to set off on our trip.

This was a modest trip to Brille, just over the Mass River from Rotterdam, total round trip of 60km according to the map. Connie had a lunch time family birthday in Brille so we had all morning to get there. We headed out of The Hague on the path sign posted to Delft. No problem as we had ridden this earlier in the week. It followed a canal (like most paths in Holland do). We stopped in Delft for coffee. The square

was very quiet with only a couple of other tables occupied.

We had quite detailed maps to follow which the Youth Hostel had supplied. Even so, the next town we came to we got totally lost in (Maasland). We followed signs to the central Town Hall on our way in. Then we tried to follow the road out, but it wound around so much that I was sure we were heading back North. I know this because I could see my shadow on the ground in front of me!! We stopped and asked for directions (Connie spoke and I noted the arm waving). This led us out of the town onto the main road from which we found the bike path.

Then onto Maasluis where we were able to catch the barge across the river. It is quite amazing to count the number of bikes, pedestrians, cars and motorbikes and find the results in favour of the bikes and pedestrians!! Most of the cars go via the faster motorway but it's still quite a sight to see 40 or 50 bikes to 20 cars, 10 motorbikes and a handful of pedestrians. A path led us to a ramp that took us up to the Motorway bridge. The ramp alone was around 300m long, then the bridge over the Waal River. This was followed by a bridge over the Mass River a couple of kilometres later.

Then we were there. It was almost 1:00pm and quite warm (over 33 degrees). We spent a lovely afternoon with Connie's cousins and her 83 year old aunt.

At 4:30pm we stated our goodbyes. We followed the signs back along the paths trying to correct the errors we had made on the way down. We stopped for a drink by a canal and a cross roads in the country side. There was a family that had moored their power boat metres from our table. How good is that I thought! It was late afternoon. We still had about 15 or so kms to go and I didn't know exactly where we were. We were on a bike route, but which one! We saw signs to Den Haag (The Hague) - 4km. We rode in the direction it pointed for 15 or 20 minutes to find the next sign Den Haag-5km. What was going on!! On this stretch I saw a sign showing the time and temperature, 18:58 and 31 degrees. We finally found some tram lines which

lead us into the city.

We got back to the hostel at a quarter to eight. Just in time to order dinner. We sat on the terrace and talked of the day we had. The beer tasted good that night. For those of you who don't know me, I don't normally drink beer!!

Noel Eddington

LIABILITY DISCLAIMER

While every effort is made by CTA ride leaders to ensure the safety of all participants on our rides, individual cyclists (whether they are members or not) are **not** covered by the club for injuries if an accident occurs. We recommend that you obtain personal accident insurance before taking part.

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CTA COMMITTEE

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WEBSITE

Mark 9313 2853 (H)

Tom 9444 4107 (H)

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:

Sue Robinson

William Barton

Geoff Kelly

Crockett Cooke

VOLUNTEERS NEEDED

Sunday morning Ride Leaders wanted for these dates, volunteers most welcome:
November 6 20 27

December 4 11 18 26

Contact: Grant 9339 4248 (H)

Support people required for various achievement rides, that is someone who can record departures and completions and also provide support in form of extra water and possibly rescue. Expenses reimbursed.

Contact: Tom Hallam 9444 4107(H)

WINNERS CIRCLE

Congratulations to the riders below for completing the following CTA Achievement Rides:

10,000 in 8 Saturday June 11

1 non-member
Brad Cleary

50km Sunday June 26

Deb Palacios
Colin Prior
John Andrews

5000 in 4 Sunday July 10

Tom Hallam
Devo
Brad & Lisa Cleary
Mark Elliott
Andrew Candy

100km Take 2 Sunday July 24

Ben Jones
Steve Stone
Rodney Hodge
Mark Ewing
Colin Prior
Deb Palacios
Janet Deverill
Michael Holland
John Faris
Brad Cleary (brevet 23/7)
Lisa Cleary (brevet 23/7)

Century Take 2 August 6

Andrew Candy
Grant Gregory
John Faris

CYCLING TRIVIA

Last issue we asked: What non-cycling-related piece of sporting equipment, inspired the design currently used for bicycle rear hubs. And who first manufactured the new design?

We received NO responses to our question—does this mean no one knew? Or no one cared?

In any case, here's the answer: The non-cycling-related piece of sporting equipment we were looking for, as the answer to the above question, is the fishing reel. In the 1960's, several Japanese companies were trying to make inroads into the US bicycle industry. At the time, three-speed hub gears were all the rage. A gentleman in charge of engineering and production at a company that made, and still makes, fishing equipment, used the basic design for his fishing reels to make a weather-proof, ratchet-driven, rear hub—the same design still used today. The gentleman's first name is Keizo, and his surname—Shimano!

Next Question: What non-cycling-related piece of sporting equipment, inspired the quick-release/clip-less pedal? Come on guys—this one is easy! The bonus question is a little harder: Who first used it in professional competition, and when?

Send your answers to the editor via info@ctawa.asn.au Any new questions will also be considered for publication.

~Colin

DEADLINES: Contributions for the next issue (November/December) should be to the Editor no later than Thursday 6 October (earlier due to On Your Bike).

DISCLAIMER: Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, the Editor, or its membership as a whole.

RIDE LEADERS TAKE NOTE: RECORDING OF CRASHES ON CTA RIDES

The CTA Committee has ongoing discussions at every meeting about public liability and insurance issues. We have decided to start a **formal log** of all "incidents" (any crashes or injuries) that occur during club rides. **From now on, all ride leaders are required to report to the Rides Coordinator with details on any "incident" that occurs on any of their rides.** Please provide as much detail as you can recall, including names, places, dates, times, witnesses, etc.

If you recall any **past** incidents, please email us with details of those too, so we can fill in the blanks on past history.

There are two reasons for this: Firstly, if the club has details of the crashes (and any injuries which have resulted), we may be able to improve further our already good safety record, by recognising common crash causes and devising better ways of reducing risks.

Secondly, it is now recommended that all clubs take out public liability cover, to shield the club, office bearers and volunteers from risks from litigation in the event of something going wrong on a club event. The insurance companies naturally want information about our past safety and claims records to set the premiums. Currently, the CTA has only anecdotal accounts of our overall good record. If we could introduce a reliable recording system and produce a credible list of all crashes, including the minor ones, over a number of years, it is very likely that premiums would be substantially reduced.

~Bruce Robinson & Deb

AND BICYCLE INJURY CRASHES MUST BE REPORTED TO THE POLICE

It is a requirement of the Road Traffic Code, that all road crashes involving injury are reported to the Police. Remember, a bicycle is a vehicle too! However, most injury bicycle crashes are not reported, or if reported, are not

recorded. Luckily, there are other data sets more reliable than those of the Police/MRWA database. Since 1971, the Health Department Hospital Morbidity Data Base has recorded details of all road crash hospitalisations, and this has been routinely compared with the seriously incomplete Police/MRWA database. In 2002, 26% of road crash hospitalisations were pedal cyclists, while the Police recorded only 4% in their system.

Hence, only 15% of serious bicycle crashes (hospital admissions) are recorded by the Police. Probably only about 3% of bike crash injuries requiring just medical attention are recorded by the Police. That is, there are about 30 times more injured cyclists than the MRWA crash data base acknowledges.

Does this matter? YES. Road safety funding is allocated in Federal and State Black Spot programmes according to the "reported crash" records, so for decades, bicycle safety measures have received very low priority from road authorities. Cyclists get 3/8th of 5/8th of SFA of the road funding allocation, as a result of these systematic flaws in the Police crash data base. Failing to report crashes means cyclists will still continue to be overlooked and discriminated against by the road safety industry, and there will be less money than we deserve to fix all the problems on the road and to provide safe convenient bike paths.

Road Traffic Act: 56. Duty to report accident whereby bodily injury is caused

(1) Where, in the course of the use of any vehicle on a road or in any place commonly used by the public or to which the public is permitted to have access, an accident occurs whereby bodily injury is caused to any person the driver or person in charge of the vehicle shall (unless disabled by personal injury himself) report the accident forthwith to the officer in charge of the nearest police station. Failure to report an accident carries the same penalties as dangerous driving, 16 penalty units, \$800.

As there is no definition in the act, we can reasonably define "injury" as anything needing first aid or medical attention, or even just bruises. The vehicle

accident report form is available on the Police website, or at Police stations. It must be filled in, phone reports are not adequate.

There have been many instances of Police trying to dissuade cyclists from reporting injury crashes. If that happens, please record the officer's number and keep a copy of the written report that you tried to submit.

~Bruce Robinson

Sharing Route Info What Do You Think?

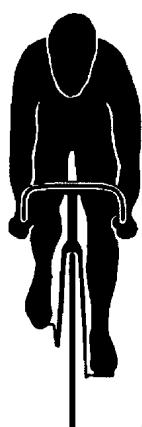
Route Information includes things like directions, distances, maps, and altitude profiles.

I personally feel that route information should be made available not only to club members but also to the general public, in the form of downloadable documents on our website. You want to do a 50km ride somewhere north of the river, and can't make the scheduled CTA Sunday ride? Just look one up, print it, and off you go. Some of the best rides I've lead for the club have been done using parts of other people's rides, which they have shared with me.

Some, however, feel that route information is proprietary, as it took time and energy to compile. Also, it's the reason people come on our rides, so why give it away for free?

There's merit to both arguments, and we're interested in **your** opinion, so email us! This issue will also be discussed at the AGM this year, before any decisions are made.

~Deb



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PREVIEW—QUEEN'S BIRTHDAY LONG WEEKEND

This tour of the Avon Valley will take **Route 2: 95km**. After saying good-place Saturday, Sunday and Monday, September 24th through 26th, we will follow the Great Northern Highway to Bullsbrook. After a rest over the Queens Birthday Long Weekend. Total distance for the 3 days is 229km—244km.

This tour will suit all those who enjoy cycle touring. It will be a towel, soap and undies tour so that tentless members can participate. There will be choices of challenging dirt road or cruisey all bitumen routes - passing through spring flowered valleys and by swift flowing rivers. This will be good preparation for the OYB tour three weeks later in October. For those who intend to go off-road, medium width plus tyres and lower gears will be needed. We have been able to negotiate a three course dinner-accommodation-continental breakfast deal at Toodyay for \$60/head and at Northam for \$65/head. Please book with the tour leader no later than Friday 9th September so that participant numbers can be confirmed with the hotels. Maybe partners who are just beginning to ride could drive to the overnight stops and visit the many craft shops, before riding out to meet the group for afternoon tea, etc.

Saturday September 24th: 80-95km

Midland to Toodyay. Meet at Midland Railway Station at 8:15am for a 8:30am start.

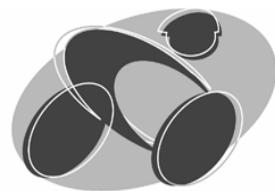
Route 1: 80km (50km of dirt). We will say goodbye to the cruisey bitumen group at Brigadoon as we head towards the start of the dirt and the Avon Valley at Bells Rapid. The route follows the valley through Walyunga and Avon Valley National Parks. We will be stopping for photos, rests and lunch (which you will need to bring with you from home) at Emu Falls. It is planned to meet up with the cruisey ones for afternoon tea at the Pecan Hill Tearoom. It's only a few km into Toodyay's Freemasons Hotel to shower and relax over a few drinks, before enjoying the three course dinner and a comfortable bed.

Monday, September 26th: 87km

Northam to Midland. We will endeavour to leave Northam by 8:30am. To avoid the highway as much as possible, we will travel via scenic back roads through Spencers Brook and Clackline to lunch at Bakewell's Hill. We leave the highway at Coates Road and pass through Wundowie, Wooroloo to the refreshment stop at Chidlow. The dirty ones could use the Railway Reserves Historic Trail to travel the rest of the way with the cruisey ones for afternoon tea at the Pecan Hill Tearoom. The cruisey ones will continue via Mt. Helena and Mundaring and, depending on traffic, will head back to Midland via Greenmount or Darlington.

Leader: Kleber ☎ 9354 7877 (H)

Bikewest



cycle instead



Department for Planning and Infrastructure
Government of Western Australia

www.dpi.wa.gov.au/cycling

Radio & TV:

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. Let the experts keep you up to date on what is happening in WA and the world.

Curtin Radio 100.1FM
Saturdays 7:45—8:00am

SBS (TV)
Sundays 11:30am—12:00pm

CYCLING SNIPPETS

The CTA receives its fair share of spam. Sifting through it all, we come across some websites/events that may be of interest to our members. Please note, we are not sponsoring or promoting any of these. The information is provided for your interest only:

Oz for a Cause: this is a charity bike ride across the Nullarbour from September 12th to 28th, 2005, Norseman to Ceduna. www.ozforacause.com

Orient Express Route: Cycle the same route as the Orient Express Train, 3,690 kms from Paris to Istanbul. You'll need 56 days off work though. www.tourdafrique.com

Feel free to share any other "snippets" you have with the editor, for inclusion in future newsletters.

Lift out Rides Calendar Page for July to August 2005

NEW RIDES CLASSIFICATIONS:

All riders are responsible for showing up with a well-maintained bicycle. You will need to wear a helmet and we recommend you 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.

Rides are described according to the

guidelines below. *If you are unsure of your suitability for a particular ride, or if you feel it may be too long for you, don't be put off. Please contact the ride leader before the day, to discuss your suitability, or to see if you can do part of the route.*

Terrain refers to the hilliness of the ride, and can be Mostly flat, Rolling, Some hills, Hilly, or Off road.

Pace refers to the average range of speeds

Social:	Under 15 km/h
Leisurely:	15 – 20 km/h
Moderate:	20 – 25 km/h
Brisk:	25 – 30 km/h
Strenuous:	30 – 35 km/h
Super Strenuous:	35+ km/h

Saturday September 3

200 km Achievement Ride

200km, Hard. 6:30am for a 7am sharp start. Meet at the car park off Morrison Rd (adjacent to the Midland Police Station) for registration and map/ride description. This is a challenging ride that takes in Toodyay, Dewar's Pool, Bindoon and the Chittering Valley. The time limit is 13 hours 20 mins (average 15km/h). Participants MUST BOOK at least one week prior to the ride and there is a fee of \$10 for non-members.

Organiser: Tom **9444 4107 (H)**

fellow tourers on this years 'On Your Bike' tour. You are warmly invited to join the group for a mystery ride stopping along the way at a secret eatery for some delicious treats.

Leader: Tony **0408 955 908(H)**

Sunday September 4

Yokine Highlights

45-55km, Moderate. Loftus Center 8:45 for 9am start. A ride around the highlights of the northern suburbs taking in the views. We'll meander from high point to high point keeping as much as possible to the ridges so that we avoid the hills as much as possible. Mind you, I wouldn't want you to miss out on some of my favourites.

Leader: Tom **9444 4107 (H)**

Wednesday September 14

Social Evening

Loftus St Centre at 7:30 pm. Come hear Janet and Teresa tell us about their recent travels.

Organiser: Maria **9444 3951 (H)**

Saturday September 17

300 km Achievement Ride

300km, Hard. This is the CTA's hardest ride, having to complete 300km in 20 hours (average 15km/h) and is required to complete the Super Achiever Series. Participants MUST BOOK at least one week prior to the ride to arrange details and there is a \$10 fee for non-members (and subject to approval).

Organiser: Tom **9444 4107 (H)**

Saturday September 17

Leaderless OYB Training Rides

See description under Sat, Sept 10th.

Sunday September 18

Flea Market Anyone?

50-60km, Leisurely. Meet on the Fremantle Train Station platform (north end) at 8:15am for an 8:30am start. We'll ride East through Hamilton Hill, Coolbellup, and Willetton to the Canning Vale Markets. We'll stop at the markets for about 1 hour, where you can either shop or sit and have a meal. Just make sure you bring big panniers or some other means to secure your finds and bring them home!

Leader: Deb **9418 1571 (H)**

Sunday September 11

Meet Your Fellow On-Your-Bikers

50km, Moderate. Meet at 8:45am for a 9:00am start at Point Walter. This is an opportunity to ride with some of your

Sat/Sun/Monday September 24-26

Queen's Birthday Long Weekend

229-234kms over 3 days. Full pannier tour starting and ending from Midland, going through Toodyay and Northam. See Article on page 4.

Leader: Kleber **9354 7877 (H)**

Saturday September 24

Leaderless OYB Training Rides

See description under Sat, Sept 10th.

Sunday September 25

Sunday Sudatory (if not on tour)

35-40 km, unstressful, moderate pace. Meet at the Entertainment Centre carpark at 8:15 for 8:30am departure. Those participating can expect to head for a coffee stop somewhere in Bassendean via Highgate, Mt Lawley, Inglewood and Embleton. After refreshments the return trip will be via some of the scenic riverside cycleways to Burswood, over the Causeway and back to the start. As there is no designated leader for this ride maybe someone who knows the area could possibly assume the mantle on the day.

Contact: Grant **9339 4248 (H)** to register your interest and/or willingness to lead.

Sat/Sun October 1-2

Up The Duff's

Allan Duff wants to lead a 100km training ride for the Wagin Cycling Mob, because 12 of them (yes, count 'em, twelve) will be joining us on this year's On Your Bike (OYB) Tour. He felt that even though the OYB distances won't be that long, having a 100km ride under their belts would bolster confidence—this being for many their 1st supported cycle tour.

Perth Riders who want to experience the

fun we had on our Foundation Day Long Weekend (see article next page) can join the Wagin Cycling Mob on Sunday, Oct 2nd for that 100km ride, by coming down the day before, Saturday Oct 1st, and camping on the Duff's farm. Under the sheets option stay in Williams at the Motel. If you come down early Saturday or Friday night, you can join us for a short (30-50km) ride that day, a tour of the farm, and a BBQ or camp-oven tea, (BYO own drinks) that night. On Sunday, we'll drive to the ride which starts at Arthur River, lunch and morning tea will be supplied (arranged for by the Duffs) on the way. Since this is not a long weekend, Perth riders will need to be prepared to drive the 2-3 hours back on Sunday night, so carpools (switching drivers) are strongly recommended as we'll all be tired after the long day. All meals will be supplied. Cost for the weekend (meals) about \$20.00. If you have special needs please bring what you require.

Contact: Deb or Colin
9418 1571(H), or 0421 697 453(M)

Sunday October 2 Jandabup Jaunt

30-35 km, leisurely to moderate, rolling terrain. Meet at the carpark at Whitfords Station at 8:30 for an 8:45am start. Anticipate a ride across to Wanneroo Rd, then around the north of Lake Jandabup, the south of Lake Maraginiup and north of Lake Joondalup for a coffee stop somewhere in Joondalup. After refreshments it's back down the freeway cyclepath to Whitfords. As there is no designated leader for this ride maybe someone who knows the area could possibly do the honours on the day.

Contact: Grant 9339 4248 (H)
to register your interest and/or willingness to lead.

Sunday October 9 Spring Roll

40-45 km, gentle, moderate pace (low 20's), mostly flattish. Meet on Freo Station platform at 8:15 for an 8:30am departure. Then it's off to the Riverton Bridge kiosk via various backstreets of various riverside suburbs for a mid-ride coffee. After a relaxing break we'll head back to Freo through Shelley, Ross-moyne, Melville and Palmyra.

Leader: Grant 9339 4248 (H)

October 15-23

On Your Bike, Surfing the Scarp Tour

Nine days, fully supported tour, camping in the towns of Busselton, Nannup, Bal-ingup, Dardanup, Harvey, Waroona, and Dwellingup. The tour is already FULLY BOOKED and so congratulations to everyone who made it in time. Preparations are now in full swing to make your holiday an enjoyable and memorable one. For those still interested in coming along, there is a waiting list and so a chance that you may be lucky to get on tour should we have any cancellations.

Organiser: Tony 0408 955 908 (H)

Sunday October 16

Playground to Peppy

40-45 km, moderate, not particularly arduous terrain. Meet at the Burswood playground at 8:50am for a 9am departure for a pleasant trundle through the eastern end of the city, Subi, Swanbourne and Peppy Grove where there will be a relaxing coffee break. Then we'll return via the northern side of the river to the start point.

Leader: Jim 9349 5212 (H)

Sunday October 23

Scarp Scamper (if not on tour)

40 km, moderate with some hard bits. Meet at Midland Station at 8:30 for an 8:45am start. Expect a scenic climb up the Toodyay Road hill to Stoneville Rd, then an equally scenic burl down Stoneville Rd to Mundaring (for coffee), followed by the really good part back to Midland.

Contact: Grant 9339 4248 (H)
to register your interest. Leader to be anointed by popular consent (ff required).

Sunday October 30

Brook 'n' Back

40 km, moderate, flattish. Meet at Guildford Station at 8:30 for an 8:40am departure. The first stop is somewhere in Ellenbrook for refreshments. Then we'll return by a different route to the start point.

Leaders:
Patricia and Lance 9249 1970 (H)

Sat/Sun November 5-6

'Avon a Good TimeWeekend

190km, Moderately hard. Meet at 8:15am for an 8:30am prompt start from Midland Railway Station. (We will wait for the 8:00am train from Perth to arrive at Midland at 8:25am. This will be a challenging but scenic ride to York.

For all those who love to tour, with a little luxury, this is the weekend for you. If you are going on the 'On Your Bike' tour you will be fit and raring to go, so read on. The CTA has been fortunate again to procure a beautiful York holiday home, complete with gourmet kitchen and an outdoor spa, which while relaxing in, provides spectacular views of the surrounding area.

Saturday: The ride to York will be approx. 110km, so quite a long day. We will ride to York along back roads via Wundowie, Clackline and Spencers Brook. And then on arrival you can rest those weary limbs in the outdoor spa – ah Bliss!

Sunday: The ride back will be approx. 80km, along the Great Southern Hwy, through Chidlow with a final hoon down Greenmount Hill.

Cost is \$20 per night for accommodation. Food can be purchased in York or carried en route. Kitchen facilities at the homestead include a cooker – oven with gas top, and microwave. There is also an outdoor BBQ. Beds are limited, so book early as to not to miss out on a great weekend.

Booking and a deposit will be required by, October 28.

Leader: Ann 9444 5160 (H)

COMING EVENTS

Sunday November 20

The City of Perth Great Bike Ride

www.greatbikeride.com.au

Saturday November 26

CTA AGM

March 19 to April 1, 2006

Main Roads LifeCycle Great Western Australian Bike Ride™

FOLDING BIKES. HAVE WHEELS, WILL TRAVEL

Like tandems and recumbents, folding bicycles provide a unique alternative for cyclists concerned about space, portability and convenience.

The concept is simple: With a few adjustments, a smaller-wheeled or full-sized bike becomes compact and more easily transportable – often in less than 30 seconds.

Until in recent years, however, the folding bicycle industry suffered from a hard-to-overcome dilemma. Folding bikes not only looked different, a prevailing thought was that they folded at less-than-ideal moments.

As such, folding bikes were popular among boat owners, private pilots and recreational vehicle enthusiasts. They packed their folding bikes in tight spaces and used them emergencies or for short excursions to complement their main recreations.

Mainstream cyclists, however, largely remained unimpressed and were among the non-buying majority.

That's an image, of course, folding bike manufacturers like Dahon, Brompton and Bike Friday, among others, believe is changing.

With improved technology, ease of use and increased restrictions for full-sized bikes on some metropolitan public transportation systems, folding bikes are increasingly appealing.

Yet, the question remains: Are folding bikes reliable?

"We still get that kind of reaction," said Joshua Hon, director of sales marketing for Dahon, the world's largest folding bike manufacturer. "We get it everywhere. But in Japan now, the product has become mainstream. And in Europe, it's on the way to becoming a mainstream product."

Frenchman A.J. Marcellin is often credited with inventing the folding bicycle in 1939. His version was a 16-inch-wheeled bike called "Le Petit Bi."

But it was Hon's father, David Hon, a

physicist and laser technology expert for Hughes Aircraft Corporation, who brought the folding bike back en vogue.

Like many commuters in 1975, Hon grew tired of waiting in gas station lines during the oil and gas crisis. He decided to again rely on cycling as transportation - like he did in college. But he also realized transporting bicycles long distance wasn't practical.

Seven years later, the first "Dahon Folder" was introduced. Like other folding bikes, the Dahon Folder folded and unfolded with a series of easy-access, adjustable brackets. And commuters who wanted to transport bikes long distances no longer had to worry about problematic roof or trunk racks.

Despite vast media attention, however, Hon couldn't persuade any manufacturers to license his fledgling product. Instead, Hon quit his job, acquired venture funding, relocated to Taiwan and built a factory.

More than 20 years and 1.5 million sales later, Dahon remains the industry leader. It offers dozens of models and styles, featuring 16 to 26-inch wheels, aluminum to steel frames, weighing 23 to 31 pounds and priced from \$179 to \$1,800.

Dahon also has a new racing folding bike, the Allegro. It doesn't fold, but separates into two pieces, fits into a suitcase, weighs 18.7 pounds and is priced beginning at \$1,800.

Many other folding bike manufacturers offering smaller-tired options to full-sized racing bicycles, are also now in the mix.

Brompton, the British manufacturer, has had its bikes sporadically available in the United States for several years. But the importer named after the London neighbourhood is now expanding to a hopeful nationwide U.S. retail distribution with three styles, five models and three and six-gear options.

Touting its offering as "the only bike in the world to combine a first-class ride with all the convenience or ready portability," Brompton handmade steel three and six-speed models, weigh 24 to 27 pounds and cost approximately \$600 to \$1,110.

Brompton is also hoping its offerings will help cycling commuters battle the increasing restrictions against full-sized, non-folding bicycles on public transportation systems. One of Brompton's brochures features a commuting businessman, dressed in suit and tie, carrying his folding bike in one hand while reading a newspaper as he walks along a train platform.

Bike Friday, a folding bike manufacturer since 1991, offers single, tandem and triple, custom-make folding bikes, beginning at \$998. Bike Friday's motto is "Performance That Packs." Its bikes, like other manufacturers', fold into suitcases not subject to additional airline luggage charges.

Montague, promoted as the largest manufacturer of full-sized folding bikes, has gained particular notoriety with its "Paratrooper" model. The 24-speed offering, priced at \$649.95, has been used internationally as a military bicycle.

Dahon had sales of about 220,000 folding bikes worldwide in 2004, according to Hon.

"Having a folding bike gives you a lot more freedom of mobility," Hon said. "You can say, 'Hey, honey, I'm going to ride the bike out to the shopping mall. Why don't you meet me there and we'll go back by car?'"

"Or you can ride your bike to the train station and then take the train. You can't do that as easily or at all in some areas on the bike, especially in New York or Chicago or Los Angeles. You just can't always combine a bike with public transportation very easily."

(Submitted by John Bell, written by James Raia. This article originally appeared in the Sacramento Bee on 11/05/03. It was revised on 3/2/05.)

PROPOSAL FOR A NEW WAY TO ORGANISE CLUB RIDES

Background and Rationale

The current method of organising Sunday club rides is inefficient, somewhat ad hoc, and stressful for both the rides coordinator and ride leaders. The continuation of Sunday rides still largely depends on a core of stalwarts offering their time and energy, although thankfully in 2005 more members have stepped forward in this capacity. A scheme which encourages a wider group of members to participate in club activities is obviously needed. An answer may be found by noting that Achievement Rides are scheduled a year in advance and have been relatively well patronized—possibly because members are better able to plan for them. Why not allow members to plan for club rides in a similar way?

The Proposal

1. A template calendar is created for the full year containing all the dates on which rides are possible, ie weekends, long weekends, other public holidays, etc.

2. Dates are first allotted to Achievement rides and special events (eg Bike Week) in the usual way

The remaining dates (mostly Sundays and public holidays) would be shown with a "ride outline" specified. The outline would list a region, suggested start/finish point, start time, approximate distance (nearest 10 km) and

grading. Regions would be broad subdivisions of Perth and environs, eg outer NW suburbs, SE Hills, River, etc.

3. This calendar would be distributed to all members well in advance of the following year (Chain Letter, email, special mailing)

4. Members would then contact the rides coordinator nominating which rides they would be available to construct and lead.

5. The rides coordinator would then prepare a calendar in the usual format for each Chain Letter. See sample segment of calendar below.

Perceived advantages

- Would allow for a broader spread of ride regions, for example there have been masses of rides close to the river but rarely one in the outer NE suburbs.
- Would allow for a more even spread of shorter, medium and longer rides. Most rides seem to be in the 40 – 60 km range and probably not suitable for many members.
- Would allow for a greater range of ride gradings. Most rides are of moderate grading (20 – 25 kph) with very few leisurelies or brisks
- Members can plan ahead more easily if the general nature of rides is known months in advance rather than the current two months.
- A greater pool of potential ride

leaders is likely to be generated because they will be familiar with their chosen region and many of the decisions regarding the ride have already been made. All they have to do is decide on the route and choose the coffee stop.

- More onus is placed on the membership to offer their services as ride leaders and less placed on the rides coordinator to find them.

There is the potential to offer more than one ride on a particular Sunday. In this case multiple rides will differ only in their distance and grading.

Other Notes

- Definitions .. Inner – within 15 km of city center, Outer – beyond 15 km
- Regions .. Inner/Outer NW NE SE SW suburbs, NE E SE hills, N W S beaches, Inner Swan River
- Longer public holidays (eg long weekends) can be, and generally are, set aside for longer rides (eg pannier tours)
- A particular ride may encompass more than one region, eg for longer rides.

To allow members to plan ahead it is expected that ride specs be adhered to in broad terms. However members are encouraged to put forwards suggestions for additional rides they are prepared to lead.

~Grant Gregory

Date	Region	Suggested Start/Finish	Start Time	Distance	Grading
Sun, May 4	Outer NW suburbs	Greenwood Station	8.45 for 9	50 km	Moderate
Sun, Nov 23	Inner suburbs	Perth Station	8.15 for 8.30	30 km	Leisurely

Editors note: This proposal will be discussed at the AGM, however we welcome your feedback before then!

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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).

GOT SOCKS?

The CTA is pleased to announce that we will soon have LOGO SOCKS available for sale! I tried to draw an example, but I'm no artist, and I won't have an actual sock to photograph until September.

The socks are a cycling specific design:

- ◆ Supersoft, encased cuff provides unrestrictive, irritation-free ankle support.
- ◆ Close knit weave creates an absorbent sole whilst maintaining a naked feel.
- ◆ Made in Australia to Nike ISO quality control standards.
- ◆ Red and yellow (to match the CTA jerseys), with the CTA logo in black on the cuff.
- ◆ Technically they are size 8-11, however they fit sizes 5-13 comfortably.

Only \$10 a pair, but supplies are limited, as our first order was only for 60 pair. If you want them for On Your Bike, get your requests in to me early (email to DebstirAU@aol.com). If demand requires, we will place a re-order.



Supporting Cycling for over 60 years

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MEMBERSHIP FEES:

CTA membership is from January 1 to Dec 31 each year.

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 can be downloaded from our website. Please send your cheque and form to the Cycle Touring Association, PO Box 174, Wembley WA 6913. If you are riding this year's (2005) "On Your Bike", please note that your complimentary membership extends to June 30, 2006. 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.

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. Please copy the BTA at BTA_WA@hotmail.com.
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 our data base is kept 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.
4. If you are involved in a crash while on a CTA ride, contact the Rides Coordinator.

CTA CLOTHING

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

Short sleeved Coolmax tops in yellow with red stripes (XS-XL) are \$85 each. **There are still 2 of the older Turquoise and Green jerseys (XL, XXL) on sale for only \$50 each.**

Black lycra knicks (XS-XXL) with 1 red & 1 yellow side panel are \$80 each.

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**

