

THE CHAIN LETTER

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

March / April 2006

Issue 187

PRESIDENT'S REPORT

It's the start of a new year, and what a big cycling year it is shaping up to be. I am planning to attend the International Cycling meeting at the Midvale Speed Dome on the 19th of February. This promises to bring some of our best local riders into competition against riders from the rest of Australia, Malaysia and the USA. I read in my local paper that Ryan Bailey and Cameron Myers will both be taking part. I love seeing sport--especially at a high level, and to see an Olympic Gold Medallist in my home town is something worth going to. Keep a look out for the next big track meet at the Speed Dome.

In early March the Club is heading down to Dunsborough. This is a lovely region to ride, and I am sure those going will have a great time. As the Dunsborough weekend is already fully booked you might want to book early if you want to join us for our Easter weekend away.

Mid-March is BikeWeek, and once again, the club has been funded by DPI, Department of Transport (BikeWest), to host 2 rides. On Sunday 12 March we ride to Whiteman Park for a Sausage Sizzle, and on Wednesday 15 March we ride Around the River. Although the Sunday ride is covered for leaders and cooks, we still need some more help for the Wednesday night ride. Please give me a call if you can help.

Right after BikeWeek is when the *Main Roads Lifecycle Great Western Australian Bike Ride™* starts. Some CTA members will be riding and/or volunteering in this event, and off course they'll be spreading the word as to how good our On Your Bike Tour is. (If you're willing to hand out CTA membership forms during this ride, please contact a committee member and we'll

get you some forms!) And need I mention March is also the Commonwealth Games!!

April 14 sees the Club heading to Bridgetown for the Easter Long Weekend. At this stage there are plenty of spaces available for this extra long time away. Bridgetown offers some challenging terrain and lots of options for rides. We have booked some cottages (ex-mill workers homes) so imagine nice evenings around a fire. I can't remember what's happening in May, but in June there is another long weekend.

July, of course, is Christmas in July. Enquires have been made to stay at Quindanning (South of Boddington) but this is yet to be confirmed.

And August will be the On Your Bike Tour. The brochures are included in this newsletter. Remember to book early, as there will be additional people hearing about the tour as a result of *Main Roads Lifecycle Great Western Australian Bike Ride™*.

Along with all the weekly club rides it is going to be a busy year. The idea Grant initiated of setting out the weekly rides on a calendar at the start of the year has proved very successful, making it a smoother process for getting ride leaders.

The Achievement rides still require a number of people to come forward as support for our riders. Since each achievement ride is held twice during the year, we also suggest that Merit/Challenge/Achiever riders organise to support themselves by riding one, and supporting one.

On the personal side, those members who last saw me at the AGM will know I have recently had back surgery. Since then I have been off work for near on 6 weeks, and lots of physio. As of yesterday I was told I am well on the way to a full recovery. Two weeks ago Connie and I lead a ride from Cottesloe to

~cont'd on page 6

INTERESTED IN JOINING US?

You like the newsletter, you've been on a couple of rides and had fun...so what's next? Join us! Fill out a membership form first. If you don't see one in your newsletter you can call the editor for a snail-mail copy, or download and print one off our website (www.ctawa.asn.au). See the article on the back page (Fees Please) for membership fees and where to send your form.

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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:

Colin Broun
Lisa Pickering
Ken Black
Gerard Ten Bokkel
Christopher (Jughead) Rowley

CYCLING TRIVIA

Last issue we asked: The two photos below are of a very old gear shifting system. First of all, what era is it from, and secondly, who made it famous?



Congrats go to Max Talbot of Edith Cowan University in Joondalup—spot on with your answers. Sorry John, it wasn't the "Cambio a bacchetta" used by Campagnolo in 1935.

The answers: The era was 1932, the person who made it famous was Alfredo Binda. The photos depict a gear-shifting system called a "Vittoria chain tensioner". Alfredo Binda used it to win the 1932 World Championships. The rider manually pushed the vertical lever shown above, which then released tension on the chain. He then shifted gears by kicking the chain across from one cog to the other (there were only 2 cogs), and once the chain was over, ten-

sioned up the chain again, and continued riding. The advantage over earlier systems was that the rider no longer had to stop and flip his rear wheel around to change gears.

Next Question:

What is this photo of?



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 (May/June) should be to the Editor no later than Wednesday, 19 April

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.



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TELSTRA BIKE STORAGE—THANKS TO MIKE

I work at the Telstra Centre at 80 Stirling Str, Perth. At this location, on Friday 25 November, we opened an improved bike parking facility, lockers and showers for approximately 60 cyclists and 30 walkers/ runners.

The initiative arose when Telstra announced it would sell off the car park over the road (220 Pier Str) where there was also an external (fenced off) area for parking bikes and transportables housing half length lockers and showers. So due to the sale, a new facility had to be built at the Telstra Centre and Telstra was planning another external bike parking area.

(with staggered heights so handlebars would not connect) and parking rails at a somewhat closer spacing than normally provided. It also meant the space under the stairs had to be well used. I got quotes for the metal work to prove the staff proposal was cost neutral with the



Telstra proposal.

Telstra then agreed to the staff proposal and the architect basically used my design for the facility without any alteration. Completion of the facility was planned by Telstra so existing cyclists would have continuity of access to an area to

whole facility is already being used close to full capacity, with further interest being shown every day. We have planned a possible expansion path into an adjacent room which may become available sometime in the future to fit in more bikes.

A senior Telstra manager visiting his staff in Perth "officially" opened the facility on the 29th of November, cutting a ribbon tied across the stairs. He was joined by Ken Suttie (Manager of the Cycling Unit, DPI), who told the assembled throng that it was a great example of a bicycle parking facility retrofitted into an established building, effectively using limited available space, and that good "end of journey" facilities were really required to complement the state's \$100 million investment in the Perth Bicycle Network (in order to encourage more people to safely cycle and walk to work). ~Mike

Our informal bike commuter fraternity at the Telstra Centre saw the sale of 220 Pier Str as an opportunity to get an improved internal, secure facility and believed it could be done at the same cost as the proposed fenced external area. Unused space in the Telstra Centre building is unfortunately very limited, but we identified some unused space on the ground floor (that was used for a printing facility many years ago) and an adjacent empty mezzanine floor space that could be linked to the ground floor if stairs were installed and an opening cut in the wall.

I prepared a detailed design which would make careful use of the available floor space to accommodate 53 bikes (as not all cyclists ride every day) and 90 full length lockers (which Telstra already had in storage). For the bikes, it meant a combination of hooks

park their bikes. Telstra also arranged to instal some nice new showers on the ground floor near by.

The response to the decision to build a new secure (MIL key entry), out of the weather facility has been very positive, with a number of staff upgrading to better bikes, and at least seven other staff deciding to ride to work on a regular basis (and this without any advertising of the new facility to non-cyclists). So the problem for us now is the



STAN & BORIS GO BIRDWATCHING ON OYB

People go on CTA bike tours & ONYA Bike tours for all sorts of excuses—some purely for cycling out of their comfort zone—others for the good company in a different environment.

On occasions some bike tourists put into practise a quiet passion they possess on the side e.g. *bird watching*! The recent *"Surfing The Scarp"* tour proved to be a "twitcher's" paradise, with well over 60 different birds, of the feathered variety, being seen & heard. The country cycled through as well as the spring season, revealed many active bird varieties such as the beautiful Splendid & Red-winged Wrens (who put on a wonderful display for the Devonshire Tea devotees at Tathra) along the road to Balinup. Other birds of equal note made their presence felt, not only with their vibrant colour but also their distinctive calls, namely, the Sacred Kingfisher, Western Spinebill, both Golden & Rufous Whistlers, the plaintive Western Warbler, Restless Flycatchers & Rainbow Bee eaters. Of course there were numerous water birds doing their thing in the streams & lakes, especially Wood Ducks, Black Swans & numerous cormorants. Other well-known birds were all about too - Ravens, Ring-neck Parrots (28's), Western Rosellas, Silvereyes, many types of honeyeaters & swallows, birds of



prey such as the hovering Nankeen Kestrels, Black Shouldered Kites, Little Eagle, Kookaburras (albeit squashed ones on the side of the road) etc, and, who could forget the Carolling Magpies on those moonlit nights around our tents?!? AND to top it off, the overriding theme to this bird parade was that of the Red Tailed Black Cockatoos - all the way from Capel to Armadale - they could be seen & heard almost everywhere - whose colours were the appropriate choice for this year's Tour shirt!

You can now guess that at least two CTA'ers were ecstatic about their adventure & we thank the organisers for their choice of destination

~One-Night Stan & Borishnikov

P.S. Thankyou to Bruce Robinson for his curiosity, amusement & photos!

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.



On Your Bike 2006

Saturday August 26th to
Sunday 3rd September

'Toast of Batavia Tour'



This year, the tour will start in Midland, with participants and bikes being transported to Geraldton. From there we will ride to Northampton, and then continue north onto a Farm Stay. We will then ride to Kalbarri for a rest day, where numerous "tourist" trips have been arranged for you to go on. After Kalbarri we cycle south along the scenic coast road to Port Gregory, and then back to Northampton for our last evening and the concert night.

You will find an 'On Your Bike' brochure enclosed with this CTA newsletter.

Tour Leader: Basia 9330 3615

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Cycle No More

from Kerry & Dave, at the 2005 OYB Concert

(To the tune of Wild Rover)

We've been a cycling for nearly a week
And we've spent all our energy on riding the peak
The size of the hills took away all my breath
And left me quite close to an untimely death

Chorus: And it's no, nay, never....
No, nay, never no more
Will I cycle these hills
No never no more

Dave Stobie is clever, a mechanic he's best(a)
He can tell 'tween a schraeder and a valve made by presta
He can fix up the gears, until they're in line
But he can't tell the difference 'tween raining and fine

Chorus

Colin's quiz night was funny, but we cannot gloat
We can't tell the difference 'tween a ship and U-boat
We figured that Yorrick did not look quite well
But Horatio sure thought he still looked quite swell

Chorus

If it's not a bike Friday, it's not really kosher
Ask Margaret and Graham and they'll give you a brochure
We hear that they're cycling further real soon
We'll see lots of bike Fridays quite soon on the moon

Chorus

Bicycle Vic is not Bruce's favourite ride
If you ask him, he'll tell you with a small dose of pride
He'll go no more a'roving the Victorian way
From now on, he'll stay with Bike WA

Chorus

To camp is a challenging part of the tour
The night at Waroona, we pitched in manure
The rain came in buck-ets and it made us slow down
And then we said *bother* and rode into town

Chorus

Went off to the country to ride on my bike
Now I'm told that my legs never more will be right
All the pumping and jumping made all the joints creak
Cycling the hills made me walk like a freak

Chorus

Editor: Get those creative juices flowing for OYB 2006!

Con't from page 1

Hillarys Boat Harbour. We planned to ride to Perth Railway Station and catch the train to Cottesloe from there but as we got there the train pulled out. So I ended up doing a much bigger ride than I had originally planned. It was very encouraging to see 18 riders on this ride, on a warm summer morning. I told my physio of this endeavour and she asked me how big this ride was. I said I did around 60kms in the day. "Not in one go I hope?" "No", I said "it was in several sections". She asked me "if I was planning any more LONG rides?" To which I answered, "On the March Long Weekend I am going down to Dunsborough". Much to my surprise she suggested that I do a few shorter rides prior to going away for the long weekend. I expected to be told off for riding too far and not stretching enough!! Well she did encourage stretching before during and after exercise. In fact even at the start of the day and the end of the day. I did pull up well from the ride, it was a turning point in my recovery.

Noel Eddington

NEWS FLASH!!!

"Professional riders will ride what their fathers rode, unless they can find an excuse to find what their grandfathers rode." So said the legendary cycling commentator Phil Liggett in the 1980's.

Although he may not be a professional cyclist, Kleber has lived this motto...at least until just recently. With the purchase of his first pair of SPD's Kleber has finally been dragged into the 1980's. Furthermore, he has progressed (component wise) into the mid 1990's with the Campagnolo 1996 Veloce group-set (8-speed) and matching Atlanta wheels—state of the art in their day. State of the "Ark" nowadays. Good on you Kleber! ~Colin

PS: Breaking news. A little birdie told us that although no one saw him, Kleber **has** fallen off his bike at least once due to the new pedals. (Thanks Jugs)

The 'Tired of Riding Up Hills' Song

I hate my bike
I hate the gears
I hate the crossbars, the pedals, there's not enough wheels
I hate my lycra
It's so bloody tight
Little round mirrors, uncomfortable saddles
I hate my bike

~Kerry & Mike

NATIONAL CYCLISTS' UNION OFFICIAL CIRCULAR

A bound copy of multiple issues of the National Cyclists' Union Official Circular was recently donated to the CTA, via Noel.

Handwritten in the front of the book, is "February 1946, Robert Paisley, 10, Groomsport Street, Belfast".

The letter accompanying the book says "Dear Noel, Hoping your Club Members will enjoy having a look at this book. Kind regards, Ellen Park".

As editor, I got first peek, and found it a fascinating glimpse into 1940's cycling, as well as a different perspective on World War II. I plan on including excerpts into future issues of our Chainletter. If you would like to have a look at this book, call me and we can arrange a viewing time. I don't want to lend it out too far, or for too long though! Below is an advertisement I particularly liked, and on page 9, a full page story from a contributor serving in the armed forces. ~Deb



Lift out Rides Calendar Page for March/April 2006

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 Unsealed road.

Pace refers to the average range of speeds

on level ground without breaks. Downhills may be faster, uphill slower. For rides described as HILLY, consider choosing a pace one step down from your usual comfort level.

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

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.

Sat-Mon March 4–6

Relaxing At Lovely Dunsborough

Come and enjoy a relaxing weekend away in lovely Dunsborough. This magical location at the YHA is uniquely situated a minute's walk from the beach.

Rides will be organised for Saturday afternoon (March 4th) and all day Sunday (March 5th). Options for the Sunday ride can be organised, such as a 'Winery' and/or a 'Cape' tour. On Monday some may wish to do a short morning ride before heading home.

We will be staying at the Dunsborough YHA situated approx 2km from Dunsborough town. The cost is \$25 per person per night and bookings are essential for this weekend as accommodation has been reserved for limited numbers. There are Double/Twin and Shared rooms available. **Please book with payment to the tour leader no later than Fri, Feb 24th.**

Leader: Ann 9444 5160 (H)

Sunday March 5 Burn up to Burn's

41 km, Moderate, mostly flat with a few gentle undulations. 8:30am for an 8:45am start. Meet at the north end of the carpark at the Rendezvous Hotel, Scarborough Beach (opposite the blue loo) for a scenic ride in the fresh, salty air up the coast to Burns Beach where there will be a stop for a cuppa. On returning to SB those with some extra time may like to enjoy a lunch at one of the many eateries at the beach. This ride is provided for those not in Dunsborough and there is no designated ride leader.

Wednesday March 8, Evening Ride Northern Housing Estate Ride

25km Leisurely. Meet at Loftus Community Centre at 6:00pm for a leisurely ride through some older suburbs and lakes be-

fore we go to the new estates of Princeton & Roselea in Stirling where I will show you (should still be enough daylight) the excellent work by the developers and shires creating nice lakes and parkways. Afterwards we will go to a cafe style restaurant naturally to feed our faces. Don't forget lights and reflective vests.

Leader: Stan 9444 4207(H)

March 10 to 19th is Bike Week
www.dpi.wa.gov.au/cycling/bikeweek
2006 will have all the details.

Friday March 10, Bikeweek Breakfast

Check the website above for details.

Sunday March 12 Wander to Whiteman Park

Come and enjoy a pleasant, comfortable ride through the Swan Valley followed by a sausage sizzle for lunch at Whiteman Park. All food and drinks will be provided. Choose from two great rides:

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: 65km (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 river, then through quiet back roads through the Swan Valley. This ride will rendezvous with the short ride starting at Midland.

Contact: Noel 9355 2745 (H)
or Grant 9339 4248 (H)

Wednesday March 15 CTA Bikeweek BBQ Ride

15km, Social, 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 (CTA) 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 ride. All food and drinks will be provided. BYO insect repellent. Lights essential and reflective clothing recommended.

Contact: Noel 9355 2745 (H)
or Grant 9339 4248 (H)

Sunday March 19 Coles Freeway Bike Hike for Asthma

This event was very successful in 2005 and is now included as a part of Bikeweek as a mass participation, community ride designed to promote cycling and fundraise for various worthy causes like the Asthma Foundation.

Presented by Channel Seven, this is a 30 km ride, starting at Belmont Racecourse just outside of Perth City. Make your way through the Graham Farmer tunnel and up the Mitchell Freeway all the way to Joondalup. There will also be a shorter 10km ride for families and those who aren't quite up to the challenge of the 30km distance.

10,000 participants are expected. Once finished there will be entertainment including bands, catering and prizes, with food and drink available, not to mention free trains to get you back again! Entry is only \$27 for adults and \$15 for children. You **must register prior to the day of the event.**

<http://www.freewaybikehike.com.au/> for registration info and all details.

Sunday March 26 Raffles to Riverton Ride

30-35km Leisurely. Meet at the Raffles at 8:30am for an 8:45am start. We'll ride through southern suburbs and the bike paths of Canning River Regional Park.

Morning tea at Riverton Bridge kiosk before the return ride along the Canning River.

Leader: Janet 9319 9526 (H)

Friday March 31, Evening ride

Meet at 6:15 for a 6:30pm start for a leisurely/moderate 25km ride from Freo RS ending at a BYOG restaurant somewhere in Fremantle.

Leader: Mike 04 0012 3432 (M)

Sunday April 2

100 km Achievement Ride 1

100km Moderate. 8:30am for a 9:00am sharp start. Meet at Armadale Railway Station for registration and map/ride description. A pretty, but demanding ride going up Bedforddale Hill, past Glen Eagle, then onto Jarrahdale and Serpentine Dam before returning. The time limit is 6 hours 40mins (average 15km/h). Note there is a \$10 fee for non-members.

Organiser: Tom 9444 4107 (H)

Sunday April 9

The Brooks Ride

58km, Moderate - Brisk, Hilly. Meet at Kelmscott train station at 8.30am for an 8.45am start. We head off up Brookton Highway and pass through Araluen and Karragullen to Pickering Brook. The route then continues on quiet back roads through Bickley, Piesse Brook to lunch at Kalamunda. After a good rest it's all down hill back to Kelmscott via Tonkin Highway cycle path.

Leader: Kleber 9354 7877 (H)

Wednesday April 12

Social Night

Loftus St centre at 7.30 pm. Once again this is your chance to chat about the weather, footy, politics, religion and other totally useless things (footy excepted) and maybe even cycling.

Contact: Maria 9444 3951 (H)

Fri-Mon April 14-17

Easter at Bridgetown

This year we are going to a new destination—Bridgetown, and will be staying at the Bridgetown Valley Lodge. The cost will be approximately \$30 per night, depending on the numbers. We have booked 4 couple rooms and 3 family rooms. Come spend the weekend exploring the area by bike: Balingup, Nannup and Boyup Brook are all within day trip distances. The Bibbulmun track is nearby for those that would like to bring their walking shoes.

Contact: Noel or Connie 9355 2745 (H)

Saturday April 22

Century Challenge (160 km) Achievement Ride 1

100 miles, Hard, 7:30am for an 8:00am sharp start. Meet at the Lakes BP Service Station on Great Eastern Highway for registration and map/ride description. The scenic course includes Wooroloo, Avon Valley, Northam and York. The time limit is 10 hours 40mins and although that is only an average of 15km/h, because of the hills this ride is quite taxing. Note there is a \$10 fee for non-members.

Organiser: Tom 9444 4107 (H)

Sunday April 23

Just Around the Block

35-40km Moderate. Meet under the Gazebo at the Mends Street Jetty in South Perth, at 8:15 for an 8:30am getaway. (Originally planned to leave from Pt Walter—please note the change). Ride along bike tracks and some roads, around the Swan river and back to the Narrows for the final run. Bring plenty of water & morning tea and lunch if you wish but we will stop for these along the way. Save a little energy and coins for a beer at the Windsor Hotel.

Leader: Lisa 043 992 0149 (H)

Sunday April 30

5000 in 4 Achievement Ride 1

55km, Moderate, 8:30am for a 9:00am sharp start. Meet in the car park behind the "Supa Valu" store at the corner of Albany Highway and Gilwell Avenue, Kelmscott for registration and map/ride description. This course promises 5,000 feet of uphill and downhill around Armadale and Roleystone. The time limit is 4 hours, and once again, even though that's only an average of 14km/h, it will feel like more. Note there is a \$10 fee for non-members.

Organiser: Tom 9444 4107 (H)

Saturday May 6

200 Km Achievement Ride 1

200km, Hard, 6:30am for a 7:00am 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 13hours 20mins (average 15km/h). Note there is a \$10 fee for non-members.

Organiser: Tom 9444 4107 (H)

Sunday May 7

Mooching Around in May

About 30 km, Leisurely, Some hills. Meet at 8:30am for an 8:45am sharp start from

under the big tree near Fraser's Restaurant in Kings Park. This ride will follow the river around the leafy western suburbs then on to Reabold Hill and Perry Lakes prior to returning to the start of the ride for refreshments.

Leader: Karen 9228 3838 (H)

Sunday May 14

The Swan Bells Ride

The CTA has been invited to experience the Swan Bells from St Martins In The Fields. The tour will be lead by an old CTA member and internationally experienced bell ringer Rhys Greenhalgh. We will have the unique opportunity to a more detailed demonstration/tour of the bells and tower than experienced by the general public. Rhys and his fellow campanologists will demonstrate and give a detailed explanation of English change ringing. This will be followed with an explanatory tour of the inner workings of the tower. There will also be an opportunity to chime a bell. It is recommended that you bring a pair of ear muffs if you can. This one off experience will be well worth the \$6 entry fee. 30-40km, Leisurely. Meet at the Swan Bells Belltower, Barrack Square Perth at 8:45am for a 9:00am start. We will experience some of the excellent cycle paths and parks Perth has to offer, before heading back to the Belltower for lunch at one of the eateries at Barrack Square. The tour of the Belltower will run from 12:30 to 1:30pm.

Leader: Kleber 9354 7877 (H)

Saturday May 20

300 km Achievement Ride 1

300km, Hard. This is the CTA's most challenging ride, having to complete 300km in 20 hours. Although the average is 15km/h—imagine doing this for 20 hours straight! The 300km is a requirement in order 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)

COMING EVENTS

Sat-Mon June 3-5

Foundation Day Long Weekend

Suggestions and leaders/organisers welcome.

Sat-Sun July 29-30

Xmas in July

Quindanning suggested, no leader to date.

NATIONAL CYCLISTS' UNION OFFICIAL CIRCULAR

See page 6 for intro.

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OFFICIAL CIRCULAR

Another Dispatch from Ernie Lavery

This time, my boys, I'm afraid I will have very little cycling news. Where I have been and what I have been doing in the past exciting weeks I can't tell you, but as you will likely know by now Jerry started tricks in our back yard, and we have had to plant a kick where he would feel it most. He postponed my Xmas dinner, the twerp, but at least I can say now I have had the earliest Xmas dinner in 1945! Turkey (tinned), potatoes and peas (tinned), custard and peaches (tinned), beer (tinned), tobacco (tinned), sweets and chocolate, and six cigars—not bad for front line feeding! Of course, when I was thus occupied my pal, Joe Whats-his-name, dropped me a line now and then. He sent me a programme of an event won by George Handquest, and on the same day my troop officer told me he had met a racing cyclist, and knowing my interest in the sport told me where to find him. Imagine my surprise when I found it was none other than Handquest. I had a long yarn with him and arranged to meet him again to get some notes, but a quick move for me put paid to that. For a while I was billeted near an old-fashioned farmhouse, and the folk were very friendly. There was a spinning-wheel whirring away in the house, and it reminded me very much of the good old days in Co. Donegal. I was told Kempt, who broke the London-Bath and back record before the war, lived a few miles away, but I just hadn't the free time to go over and see him.

I managed one 48-hour pass to Brussels, and got there on the old hitch-hike system. I made straight for the Sports Palace to find my friend Joe. And what a journey it was. The Queen's Road trams at their worst are a luxury compared to the overcrowding here. The cars are single-deckers, hitched up in twos and threes, and they are few and far between. The people ride on the buffers, with the driver, and even on the roof! Allied soldiers travel free. I held on grimly and eventually got to my destination. I could not find Joe, and so I made enquiries. The loud-speakers blared an S.O.S. He turned up in a flash. We had a walk round to see the riders Maes, Kaers, Coole, Thyssen, etc. I had missed most of the meeting, but I was in time for the 100km. event. The Velodrome was very cold owing to scarcity of fuel, and all the riders had little silk scarves tied round their Adam's Apples. The winning time of 2:45 was well outside record, but there was the usual excitement all the same—dashing change-overs, lap jamming, etc. Near the end Acou-Van Simaey were leading by a lap when Maes-Thyssen went out to level up. Instead of Acou-Simaey going out after Maes-Thyssen they took shelter in the bunch and held the lap lead by that method. Quite fair, of course, but most unpopular with the crowd, as they made very clear when the winners were doing the lap of honour. I later went out with Milou Gosselin to see him do a "work-out." He was in grand form, doing the lap of 2:35m. in 13 seconds.

I stayed with Joe, his wife Joan, and son Christian, and a grand team they are. I went out to a cafe and met some old friends—one was John Bill, originally from the Springfield Road, who married during the last war and remained after demobilisation. I gave the band an Irish Song Book, and soon they were playing "Believe me of all these endearing young charms." I picked up a partner, and soon had the crowd doing "The Pride of Erin." Electricity is cut off at 10 o'clock, so the cafe closed and the trams stopped, but I had plenty

of company back to Joe's place. There I got into pyjamas, dressing gown and slippers (heavenly!) and went down to the kitchen for some coffee. The people here live in flats, but owing to scarcity of fuel they now all use one kitchen and pool their meagre rations of fuel. Slept like a log and next morning went off to the Welfare Shop—wonderful bit of organisation this; you just take a pad and pencil, walk round and write down the number of the article you wish to purchase (they are all numbered), pay the cash and the shop does the packing, posting, etc. I also managed to see an English speaking film with Joe and his mother—"My Man Godfrey." After another restful night, I had to say farewell to Joe and Co. and make my way back to the site by lorry.

Some time later I managed a "24," and made a flying visit to the Velodrome, where I saw Jeff Scherens in his newest championship jersey, and he was in great form. In the race I saw he was lying



RESTING BETWEEN HEATS
(Left to Right—Milou, Scherens and Van Vliet)

died on the last lap with Gosselin well ahead. He brought off that famous "pussycat" jump, but Gosselin fought all the way and struck the line just half a wheel ahead of Jeff. In a 50km. event a new team—Naeys-Bruneau—put up a thrilling performance, and their win was just outside the record. There was a bad smash in a Devil-take-the-hindmost in which six riders were involved. The machines were completely wrecked, so much so that the boys will have to do a bit of searching in the Black Market to find new sprockets.

And so, old pals, I must draw the line again. There's a job to be done over here, and we're doing it, but although my free time may be short and I may be far from the sports grounds I will try to pass you any little bits of information I may be able to pick up. My French, cum-Flemish is improving, and soon it may be cum-German. With all the arm-waving I have to do in conversations I ought to be a champion "Lambeg" beater when I get home.

(This article should have appeared in our January issue, but, unfortunately, pressure on space prevented its reproduction until now.—Ed.)

THE QUEEN'S BIRTHDAY LONG WEEKEND, September 2005

APOLOGIES: Last issue a photo was incorrectly subtitled. The photo (with no story) of 4 riders relaxing on some rocks was *not* taken on one of Ann's rides. It was taken during Kleber's Queen's Long Birthday Weekend. Thanks to Ann and Kleber for setting me straight, and to Nic for providing the following story. ~Deb

The Queen's Birthday Long Weekend was, for me, a baptism of fire into the life of CTA members on a weekend away. Described by one member as "a little drinking club with a cycling problem", I wondered what it is that attracts me to such clubs (I also belong to "a little drinking club with a diving problem"). I was soon to find out.



The trip up didn't so much sort out "the men from the boys", as "the *cruisey ones* from the *dirty ones*". Having a penchant for the dirtier things in life, I hopped on my new mountain bike to ride off-road to Toodyay with the "dirty ones". This was a great ride, very scenic, and not too hardcore for the uninitiated, though there was one casualty from somebody enjoying the scenery too much and getting a bit closer to the dirt than intended. Fortunately Brad was at hand with a first aid kit.

We stopped by the river for lunch (see photo in the Jan/Feb issue) and caught



up with the "cruisey ones" at the Pecan Hill Tearooms for Pecan pie, and cream, and ice-cream, and iced coffee, and scones, and pecan liqueur... okay, so it's not just *cycling* the club has a problem with. And I thought 'consumption' was an infectious disease. On to Toodyay, and after a strenuous day and a 3 course meal at the Freemasons Hotel it didn't seem to matter that I was in a dorm with 10 others for the night. Exhaustion can be a beautiful thing!

The next day took in further picturesque scenery as we made our way to Northam via the back roads, stopping to look at local attractions, and of course to eat. On to The Colonial Tavern and a few 'pre-dinner' bebies on the balcony, plus first rate instruction

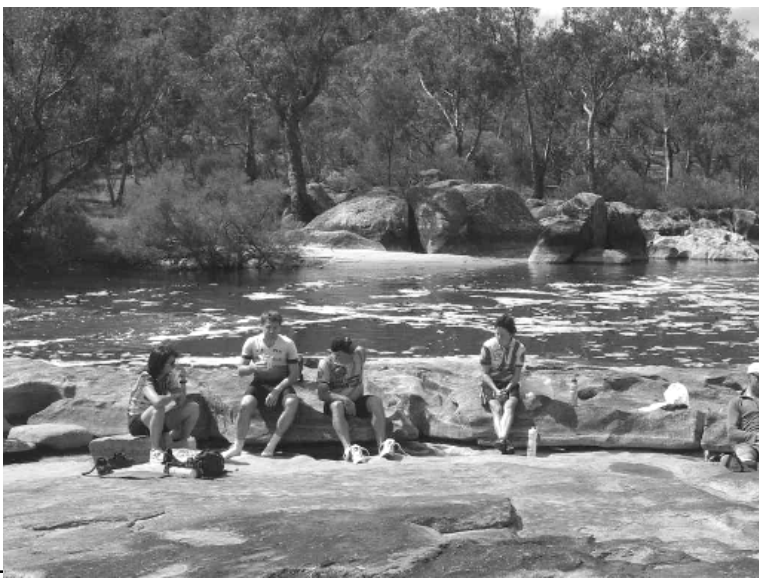
from Deb on how to stretch properly so that those tired muscles REALLY hurt. Then on to the dining room for further consumption. The poor owner was manning the show single handedly, which is a tall order when

you've got 20 odd people to cater for (did I say odd? I meant in numbers of course). The meal was a little late, but gave us more time to replenish our fluids, though I'm not sure that 'red wine' is exactly what the experts had in mind when they suggested "keeping your fluids up".

Oh well, it must work...20 odd people can't all be wrong.

Monday had us in the saddle again for the long haul back to Midland. Again I risked life and limb with the dirty ones, and even more bravery was shown when I went through the tunnel in the John Forrest National Park...WITHOUT LIGHTS. I did have some intermittent illumination from Bruce's bike light, but squealed all the way through none the less. No point doing it without a lot of noise if you ask me.

The Gods smiled upon us that weekend. Three cloudless, warm days of cycling in amongst weeks of storms and rain. Great weather, great company, great cycling, great fun. Thanks Kleber and fellow CTA members for a fabulous weekend. ~Nic



Antique Highwheeler Bikes Are Rider's Passion

By **JAMES RAI** This article was originally published in the Sacramento Bee on Sept. 8, 2005.

The round-trip commute from Rancho Cordova to downtown Sacramento is 40 miles, and for 25 years Jacques Graber has made the weekday journey by bicycle.

Graber has customized two modern-day bikes for the trips. His streamlined road bike is ideal during cooperative weather on the route along the Jedediah Smith Memorial Trail and city streets. Graber's other primary commute bike is a more heavily equipped mountain bike for inclement weather.

But on special occasions, just as he did while traversing Tasmania or riding in Berlin and Prague or while setting long-distance mileage records, Graber might decide to commute on an antique bike. He could choose an 1884 Humber, an 1895 Columbia, an 1889 Eagle or any of the more than 100 bikes in his collection.

An engineering geologist for the State of California, Graber, 52, is a builder, collector, curator, restorer and expert among experts in the niche world of vintage bicycles. The older the machine, the better.

And while titanium and carbon components and all things light may be more in vogue, Graber would rather discuss and ride highwheelers, the Standard Ordinary or heavy, original cruiser bikes.

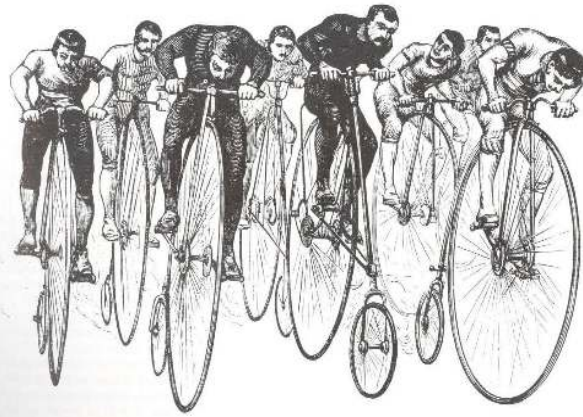
Since he purchased his first vintage bike more than two decades ago, Graber has incorporated his fondness for fitness with his collector's passion. He'll soon realize a longtime dream when he introduces a limited line of custom highwheelers (called Ordinaries), under the model name Algenon. The bikes, with exact specifications from originals, will have front wheels 48 inches to 58 inches in diameter.

"I've always been fascinated by all things old," he says. "It's just a fascination for things that don't exist much today. I just sort of have this penchant for things that have been neglected, then bringing them back to their former glory and making them actually live

again."

Well-known throughout Northern California and an active provider of expert knowledge on the Internet, Graber is active on numerous cycling forums.

He is not alone in his unique interests. Dozens of antique bikes, all at least 100 years old, makes up the bulk of the California Bicycle Center collection, a longtime project for Graber, Tim Bustos and David Takemoto-Weerts, two friends in Davis, California.



Those collectors, among others with similar interests, have the funding, expertise and inventory for a museum. But they've yet to secure a permanent location.

"Each time I show the bikes, there's a lot of reaction," Takemoto-Weerts says. "But it always reminds me that there's not a lot new under the sun. The ergonomics are the same. The seats were once leather and now they're leather again. The bicycle has changed in many ways but it's also stayed very much the same."

"When I was a little kid, I was riding all over the place," says Graber, who was raised in Fairfield. "It made my mother quite irate when I didn't appear for a day and had ridden God knows where. But I just loved bike-riding, and my best friends and I would go out riding all the time."

During high school, Graber's daily rides increased to more than 50 miles on an original three-speed he converted to a nine-speed.

Nearly 20 years later, Graber's boyhood hobby morphed two-fold into an

adult passion and his niche expertise.

One day in 1982, while walking in Old Folsom, he noticed an old, fat-tired bicycle for sale and bought it from a woman.

"I was just so fascinated by it; I took it home and set about finding out who made it and what year it was made," Graber recalls. "I wrote a lot of letters, including to a guy named Leon Dixon who at the time was an avid collector.

"He wrote me back a very nice letter and told me exactly what I had. It was a 1941 Mercury Pacemaker. I was able to track down the parts and I restored it, even painted it the original colors. It cost me like 75 bucks. That's what got me started looking and finding."

Like other collectors, Graber has a scavenger's instinct. He's combed garage sales and Internet sites, and he's had his share of good luck.

On a ride with friends in 1985, the group progressed along the Garden Highway and stopped to rest in the hamlet of Verona. Graber noticed some handlebars behind an old pump house. Upon closer inspection, he discovered an abandoned moto-bike from what he thought was the late 1920s. Borrowing a few bungee cords and with an assist from fellow riders, Graber secured the bike across his back and shoulders for the ride home.

"I felt like an angel with steel wings," he says. "We rode the 30 miles home and still managed to beat the group. We passed a few cars whose drivers looked at me like I was a space alien with wings on his shoulders."

"When I got back to town, I was able to identify the bike as a Hawthorne Flyer (sold by Montgomery Ward) from 1931. Again, I looked in a bunch of old catalogs, found out the original paint colors and went about the job of restoring it." In other words, Graber continued his quest to give old bikes new life.

~submitted by John

Fat chance of losing weight for commuting drivers

By Julie Robotham, Sydney Morning Herald, 19 January 2006

DRIVING to work can make you fat, says NSW research that estimates for the first time the proportion of people overweight because of car dependence.

People who took their cars to work were 13 per cent more likely to be overweight or obese than those who walked, cycled or used public transport, regardless of their income level, the survey of 6810 employed people found. The further people had to drive each day, the greater their weight increase.

The study was the first in the world specifically to examine the effects of different types of commuting on weight, said Chris Rissel, the director of the Health Promotion Unit of Sydney South- West Area Health Service. The findings were consistent with previous US research that looked at the number of hours people spent in their cars, finding the chance of being overweight increased 6 per cent for each additional hour they spent behind the wheel, associate Professor Rissel said.

The NSW study revealed that even short, regular car trips significantly reduced people's opportunity to get sufficient exercise in the course of their working week.

"Movement is cumulative. It is incremental physical activity during the day," Professor Rissel said. "Still, about half the population don't get [sufficient exercise]." Adults should aim to take about 10,000 steps a day, he said, and even a short walk to the bus stop or train station could help them achieve this.

Overall, 49 per cent of the workers in the health survey were overweight or obese, and two-thirds drove their car to work. Seven per cent walked, 2 per cent cycled and 6 per cent worked at home.

The findings are due to be published

this week in the International Journal of Obesity.

Source: <http://www.smh.com.au/news/national/fat-chance-of-losing-weight-for-commuting-dr>

BICYCLE PRODUCTION REMAINS STRONG WORLDWIDE

by Elizabeth Mygatt

In 2003, global production of bicycles hit 105 million, two-and-a-half times the record 42 million cars produced. During the 1950s and 1960s, bicycle and automobile production were nearly equal. In the decades following, however, bike output soared, reaching 91 million in 1990, when car production totaled 36 million. Since then, with the exception of 1997 and 1998 (when output dropped to 90 million and then 87 million), about 100 million bikes have been produced each year.

VOLUNTEERS NEEDED

The rides calendar for 2006 is filling quickly, however if you would like to lead a Sunday ride, the dates still lacking leaders are:

June 4

August 13, 20

September 3 (Father's Day) 17

October 8, 22, 29

November 19, 25 (AGM Saturday), 26

December 10, 17, 24.

If you want to lead these (or any other dates), contact: Grant 9339 4248 (H)

Also recorders and support are still wanted for various achievement rides. Duties include recording departures and completions, and providing support in the form of water stations and possibly rescue. Expenses reimbursed.

Contact: Tom Hallam 9444 4107(H)

Bikewest



cycle instead



Department for Planning and Infrastructure
Government of Western Australia

www.dpi.wa.gov.au/cycling

BICYCLE PRODUCTION NOW 250% GREATER THAN CAR PRODUCTION

Introduction by Chloe Mason, Earth Policy News December 13, 2005

Eco-Economy Indicators are twelve trends that the Earth Policy Institute tracks to measure progress in building an eco-economy. Bicycle production is included because it measures our ability to provide affordable transportation, reduce traffic congestion, lower air pollution, increase mobility, and provide exercise to the world's growing population.

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

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/160kms)	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).

BE A CYCLE INSTEAD WORKPLACE CYCLING CHAMPION

In an email from the Department for Planning and Infrastructure:

"The Cycling Unit want to help more people cycle to work, and we realise that there are many cyclists in many workplaces that already do so.

Therefore we are hoping to reach more people through those that already cycle.

We would like to reach more cyclists with useful information and are looking for people to potentially become Cycle Instead Workplace Cycling Champions.

This would involve two things:

1. Receiving occasional information on cycling news and upcoming events via email.
2. Helping us to spread the great message of cycling.

Please reply to this email if you would like to be on our list to receive occasional information on cycling and potentially become a Cycle Instead Workplace Cycling Champion.

Replying does not in any way mean you have to do anything and you can request to be removed from receiving information at any time."

Email: Linda.Blair@dpi.wa.gov.au

And feel free to pass this information on to anyone else who might be a likely candidate.



Supporting Cycling for over 60 years

Road & Track Racing

Mountain Bikes — Triathlon —

Family

Touring Cycles — Tandems

Fees Please:

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 a non-member that rode in the 2005 "On Your Bike", you get a complimentary membership that 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, and a library, to name a few of the material benefits.

HOUSEKEEPING

Contact a Committee member, or send us an email, 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 (camp stove). By hiring, you can sample cycling touring without investing in lots of equipment. If you do decide to invest, you'll have a better idea of what you want for yourself. Cost is \$5 per 2 weeks, \$10 per month, plus a bond.
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. **You have stories, pictures, or ideas for the newsletter.**

Email to info@ctawa.asn.au

CTA CLOTHING

The CTA has logo clothing available for sale.



Short sleeved Coolmax tops in yellow with red stripes (XS-L) are \$85 each. We have not placed a reorder for sizes XL or XXL yet, so can't quote an eta yet.

Black lycra knicks (XS-M only) with 1 red & 1 yellow side panel are \$80 each. The Committee has decided **not** to reorder knicks going forward, so if you wear one of these smaller sizes and don't have a matching set yet, or need to replace your existing knicks, best get them soon!

Cycling socks in red and yellow, with the CTA logo at the ankle. These are a real bargain at

\$10 a pair. 1 size fits 8-11. We've sold 119 pairs to date (over 70 on OYB alone!), and have just received our third order from the manufacturer.

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

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

