

# THE CHAIN LETTER

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

May / June 2007

Issue 194

## PRESIDENT'S REPORT

In the last two months our membership has past the 200 member mark. This is very encouraging to both me and the committee. It can only be due to the hard work of a number of people and an open and welcome attitude of the members going on rides.

Since the last newsletter, the club put on two successful events during Bike Week. The first was the 4-rides-in-one, which had around 70 riders taking part. The other was the Wednesday evening BBQ ride. This was not publicised by DPI and without any funding support from them it was desirable to have fewer people than last year. We still had 32 riders taking part. This year both of these events finished on the South Perth foreshore and I thank the Travel Smart Officer at South Perth for waiving their fees for holding a private function on Public Parkland. Thanks also to Colin, Deb, Mark (Ewing), Ann, Kleber and the many other people who helped.

The Bike to Work Breakfast seemed to be well down on numbers. Perhaps due to Daylight Savings. I had to leave just as it was picking up so I could get to Midland by 7:45am. All the usual suspects were there, it just seemed quieter than usual.

Since the last Chainletter the club has run the 50km and the 100km Achievement Rides. Both of these were really well attended. The 50km ride had around 30 starters with one not finishing in time. It was held in the Chitering Valley on a hot day with gusty Easterly winds. It is surprising more people did not pull out. The 100km was held in perfect conditions. 40 riders started which I think is a record, with one non finisher.

There have been 3 weekends away which you can read about in more

detail else were in the Chainletter. They were "Let Us Leisurely Labour Away", 'They Ain't Heavy' and Easter at Bridgetown. Throw in the social night and all in all it has been a busy couple of months.

During the Bridgetown weekend there were lots of fast down hills. On one of these down hills, Mark Elliott had a fairly serious crash. At the time of writing he was still in Bunbury Hospital recovering from his injuries (7 days later). He suffered three cracked ribs, a punctured lung and (the injury causing the most concern), a lacerated liver. No one saw the crash as Mark prefers to roll down in his own time cautiously. Mark can not remember what happened. From the marks in the gravel were he left the road, he had run wide on the turn. The point where he left the road had a driveway which had a drainage culvert underneath it. This meant he dropped off the edge of the drive into a ditch around a metre below. There was a wooden stake which was pointed back toward his path which thankfully he narrowly missed. Apart from superficial scratches on his face his head was not injured. Our thoughts and prayers go out to Mark at this time. Let it be a reminder to the rest of us that the line between pleasure and pain can be a fine one.

Apart from this, the rest of us had a really enjoyable time. The ride back from Manjimup was a real blast! Connie has a new bike which she loves. At one point I was struggling to sit on her wheel at 36km/h with a tail wind!

Till next time, keep cycling, keep fit and enjoy yourself.

*Noel Fddington*



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**NEW MEMBERS**

A hearty welcome is extended to the **numerous** new members who have joined since the last newsletter.

- |                |               |
|----------------|---------------|
| Moira Barns    | Natalie Boyd  |
| Robert Byrnes  | Gerry Dauth   |
| Bert Dewse     | Theresa Dewse |
| Tony Fretwell  | Mal Harrison  |
| Anne Held      | Lenore Janson |
| Chris Kennedy  | Janine Kenny  |
| Robert Kentish | Barbara King  |
| Angus King     | Marliese King |

# CYCLING TRIVIA

**Last issue we asked:**

What was the "nickname" given to top-of-the-line Campagnolo equipment from the 1960's to the 1980's? This picture might give you a hint, even though it's only in greyscale, and not full colour.



**Next Question:**

Okay—an easy one for a change. Who is this man? Hint: Look at the type of bike he's riding—he invented it. Send your answers to the editor via [info@ctawa.asn.au](mailto:info@ctawa.asn.au) Any new questions will also be considered for publication. ~Colin

Noone even attempted to answer this one—too hard? The answer is "beige box", because the boxes were lined in beige coloured felt. Nowadays some of the boxes are valued (by collectors) much higher than the components they once held.

**DEADLINES:** Contributions for the next issue (July/Aug) should be to the Editor no later than Thursday 14 Jun.

**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.

- |                  |                 |
|------------------|-----------------|
| Robert King      | Erica Lark      |
| Edward Lee       | Roy Messum      |
| Trevor Patterson | Beth Piesse     |
| Kerry Povey      | Suzie Sattler   |
| Jeremy Savage    | Andrew Streeter |
| Elizabeth Stroud | Jandie Walden   |

I think that's the most this editor remembers ever seeing in a 2 month period!

**FOR SALE** 1 pr bib knicks, Size XL (fit more like a M-L), yellow & gold Mercatone UNO with red trim. Bought for Colin Prior but too small and too short. Contact Deb 0421 697 453



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## A WEEK IN TASMANIA

Heading to the east coast of Tasmania for a family Christmas gathering was all I needed to work in a one-week, solo, cycle-tour prior to the gathering. Working backwards from the Christmas location of Bicheno, and knowing I would be in Hobart later, I investigated roads across the north of this beautiful state. Before too long maps and websites provided all the planning tools I needed to indulge in serious trip preparation – for me part of any adventure. Basically I would start from the west of the north coast and stick as close to the coast as possible for as long as possible before cutting off the north east corner via a couple of big mountains through to St Helens and then south down the coast.

As I was only going for a week I decided to ditch the usual full camping load, take only back panniers and live it up in cheap hotels or B & Bs, all of which I wanted to pre-book. The advantage was that the bike was heaps lighter and I would have to eat out more (yummy). The disadvantage was that I would have less flexibility in my itinerary and I would have to eat out more (\$\$\$).

Even after I packed my bike in a box (not my favourite occupation) and behaved so sweetly with counter staff at Perth airport, I still got hit with excess baggage. I arrived in Melbourne at 5.30am after the red eye special, and an REX flight delivered me to Wyndham, gateway to the north west of the state. The adventure felt like it had begun. I put my bike back together, gave a whoop, and cycled out of the airport heading east along the coast. Burnie for an early lunch stop and some shopping (“no you can’t take your bike into the arcade even if you do just want to pop into Woollies for some bananas . . .”). Another hour’s cycling and I arrived at Penguin for my first night staying in the Neptune Hotel with views across to Bass Strait. A very big afternoon cat nap was required.

The next day I headed to Port Sorell on one of my longer days (81km) and my first B & B – the cycle friendly Castagini’s. Tasmania has many lovely estuaries and this was one to explore. My first taste of a big moun-

tain was over The Dazzler Range, and was rewarded by magnificent views and a stunning downhill descent into the Tamar Valley and onto Beaconsfield, site of the 2006 mine disaster. Onto Beauty Point, famous for its sea-horse farm which was a must on my list. The Shuttlefish ferry took the bike and me on the 20 minute trip across to Georgetown for the night. The

with few facilities. As it was I had 20kms of gravel to do with little idea of the condition of this. Fortunately it was quite OK. The country increasingly had a fire haze from the menacing east coast fires. I had been listening to the news and selfishly hoping the fires would not upset my plans. Gladstone, a one-pub, one-shop town, will be remembered for the most extraordinary



Bike on the ferry to Georgetown

Georgetown Auto Lodge, something out of the fifties, was a bit dodgy, but I survived the night and headed off early the next morning to Bridport. Cycling through vineyard country and rolling, but very dry, plains. Most people do not think of Tasmania as being drought-prone, but parts of Tassie, particularly the north are indeed in drought. Then it was Bridport, a delightful little holiday town, and again a cycle-friendly B & B, and the best, fresh salmon burger I have ever had.

So far the riding had been good with a bit of tail wind most days, pretty well behaved traffic, and for the first few days cycling in sight of water much of the time. It was a gentle start to the week.

Leaving the coast I headed inland to Gladstone. There is a road that continues around the coast, however it is all dirt through mostly national park

house displays of Christmas lights. I had rotating, illuminated reindeers outside my pub room window although I am not sure who actually passes through this tiny town to see them.

Welborough Pass – the biggest climb of my trip was ahead of me but once in granny gear and plodding upwards through beautiful forest areas I was at the top before I knew it. The view from the lookout was hazy with bush fire smoke. Soon it was another wonderful descent and fortunately very little traffic as I whooped around tight corners and finally into Pyengana where I stopped for lunch at the cheese factory – delicious tastings and good coffee. I shared a table with two young Germans, who despite being novice cyclists were now on the final leg of a 14,000 km, one-year Australian odyssey. I did feel a bit of a fraud, (or was that just a touch of jealousy?), only cycling a week. The Pub in the Pad-



Welborough Pass

dock was my bed for the night, and again, I was the only guest.

The grey morning soon turned to light rain as I pedalled a gentle short day to the coastal town of St Helen's. I was soon booked into the youth hostel and spent the afternoon cycling out to Binalong Bay, with its sweeping pristine white beach making it one of the most beautiful little settlements I have ever been to. That night the youth hostel had 4 cycle tourists and one non biker ('can anyone give me a lift to Hobart?'). An evening of swapping cycle tales in the dark; there was a blackout.

My final day of cycling I headed south to Bicheno, on what the literature had guaranteed as one of the finest of all coastal rides in Australia. It was spectacular because you cycle in sight of, and sometimes very close to, the ocean for much of the 80km. However for me there was no hint of idyllic blue waters, as the extremely poor visibility meant I had my tail light flashing, as I peered through the mix of sea mist and smoke haze. I rode through Scamander, which the week before had lost 16 houses to the fire. The main town was OK but to the south the destruction of the fire was apparent. A few spots still smouldered and the air was charred. Lunch was eaten perched on the top of a sand dune again marvelling at the coast and the rough sea. An hour later

and I was enjoying a Bicheno café having beaten the Christmas gang arriving by car from Hobart!! A tail wind all the way from St Helen's had certainly helped.

Soon my quiet solo cycling week morphed into the family reunion of hugs and loud greetings as the first of fourteen others arrived. The next week I settled into the Christmas spirit and staying put in one place. In contrast to my cycling week, the weather was grey, damp and cold. I had been lucky with good weather while cycling, an example of the fickleness of Tasmanian summer weather. The fire threat had at last passed.

I would recommend a cycle trip to Tasmania even if you only have a week. It is a compact state with good facilities (unless you try to go to the real wilderness areas). I found the traffic very manageable, distances achievable, and accommodation cheap (the most I paid was \$60.00). You do need to be prepared for all weather and the wind may be with you but equally it might be against you. Yes there are some big mountains, especially for us West Aussies, but plodding along in granny gear will definitely bring its rewards. I used the RACT state map and photocopies of the relevant Lonely Planets Tasmania guide along the way.

~Jude

## CARBON FIBRE... ALL IT'S CRACKED UP TO BE???

From the Trek website. [http://www2.trekbikes.com/us/en/Inside\\_Trek/Misc/Safety\\_First\\_Carbon\\_Fiber\\_Crash\\_Replacement\\_and\\_Care\\_Information.php](http://www2.trekbikes.com/us/en/Inside_Trek/Misc/Safety_First_Carbon_Fiber_Crash_Replacement_and_Care_Information.php)

Carbon has proven its performance pedigree. However, it has unique qualities. Unlike metal parts, carbon fiber parts that have been damaged usually do not bend, bulge or deform; they break. A damaged carbon part may appear normal at a quick glance, but could suddenly fail without warning. Carbon forks, handlebars and stems are most critical. No matter what brand you ride, if you have crashed or impacted your bike (like when you forgot to take it off your roof rack when you drove into the garage), take your bike to your dealer for inspection. Regularly follow the self inspection tips below. If you suspect any of them are true, stop riding your bike immediately and take it to your local dealer for inspection and evaluation.

### THE VISUAL TEST

Frequently inspect your bike frame, fork and carbon components. Look for any gouges or deep scratches, cracks, loose fibers or other surface flaws. When cleaning your bike, pay attention to the cloth getting snagged.

### THE AUDIBLE TEST

Be careful to listen for uncommon noises. While riding your bike, carefully listen for any uncommon sounds. Creaking, cracking or popping noises could all be indications of a problem.

### THE TACTILE TEST

Judging your bicycle's ride quality can be another method for discerning a potential problem. Things to be aware of include: Any degradation in the shifting or braking performance. A change in the bike's ride quality or handling characteristics.

### WARNING

Damaged carbon fiber can fail suddenly, causing serious injury or death. Carbon fiber can conceal damage from an impact or crash. If you suspect your bike has been impacted or crashed, immediately stop riding. Take the bike to a dealer for inspection.

~Bruce

## BIKE WEEK BBQ

Although funding of our Bike Week events was a mere 1/3 of last year's, the club nonetheless managed to run 2 excellent rides.

A grand time was had by all at Sunday's "4 Rides and a BBQ". Last year's experience of 80 people of differing abilities ending up on one ride together, was a nightmare for the ride leader and not the best for participants either. Learning from the experience, this year the club decided to do things differently. With 2 starting locations, and 2 rides offered from each start (a 30km slower pace, and a 60km faster pace), all 4 rides seemingly miraculously ended up at the BBQ within 20 minutes of each other. (It would have been even closer if Tom hadn't missed a turn because of a missing road sign). The combined number of riders was similar to last year, but the execution was much smoother. Win, win for all involved.

Particular thanks also to Mark Ewing for transporting all the BBQ gear and food in his **new** 4 wheel drive Ute (The Gray Mae).



The BBQ'er's Extraordinaire: Simon & Mark

The Wednesday evening ride was also a success, with 25 riders, at least 6 of whom were kids. We had enough food left over from Sunday's BBQ to run a 2nd BBQ, even though it wasn't originally budgeted for, or advertised. I don't think the hungry riders minded one bit! Here's hoping DPI continues to fund us, and we can run similar events next year, for even more riders.



The 4 ride leaders from left to right: Grant, Ann, Colin & Tom

### 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 7:40—8:00am

**SBS (TV)**  
Sundays 11:30am—  
12:00noon

### CTA APPLAUSE TO:

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For offering a 15% discount to CTA members. The new owner, Frank Palermo, has toured in Europe and intends to carry touring gear. He says: "I'm in the (slow!) process of building up the shop's stock. I have organized accounts with many of the distributors so I can order in items as needed. Just a heads-up: I've checked the Mongoose site and there are dealer specials on a limited number of '06 Radonneurs – if anyone wants one now's the time to grab one! Just contact me and I'll see what's on offer (and pass the discount on).

You can contact Frank on the number above.

## Bikewest



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## Mentioned In Dispatches (MID)



Kerry and Nonie (abv) achieved (Personal Bests) PB's of 101.5kms each on the 100km Achievement ride on April 1st. The 100km was supported by John Farris (below).

So far we've only used the MID section for those who have done well. In this issue, however, we couldn't help but make mention of "Directionally Challenged Bob" (below), the only person who got lost not once, but twice, on the 100km Achievement Ride. He enjoyed his 10km detour through Jarrahdale so much that he tried another little detour near the end, bringing his total to 112km.



Achievement Ride on April 14th. He only woke up to the benefit of "squeezies" (carb shots) in the last 12km or so, and is now a total convert!



Another PB on the 160km was Gerry Tenbokkel, pictured below. Colin says the photo doesn't do justice to just how tired he really looked!, but he's still got the ever-present bottle of Coke in his hand.

Jaden Christopher French (Dennis' grandson, pictured below) achieved a PB of 21kms on Terry Bailey's Family Ride on Jan 28th.

Nonie "paid it forward" by supporting the 160km Achievement Ride 2 weeks later.

Jennifer and Jeremy (below) both achieved PB's of 70km on the 2nd day of "Let Us Labour Away"- Ann's Labour Day weekend away.



Proud Grandad had to give us all Jaden's stats (he's 10 years old, is in year 6 at Campbell Primary school, lives in Canning Vale, and enjoys Electronics, cycling, swimming, martial arts, playing the drums, and basketball!



And not to be outdone, Grandad Dennis did his own PB on the 160km

With so much going on, I may have missed a few PB's, but only because I wasn't sure of the exact details. If I have indeed missed you, or someone you ride with, please accept my apologies, and email me the achievement, with a photo if possible.

## Lift out Rides Calendar Page for May/June 2007

### 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.

#### Sunday April 29

##### 5000 in 4 Achievement Ride 1

55km, Moderate, 8:30am for a 9:00am sharp start. Meet in the car park opposite to 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)

#### Sunday May 6

##### Up Up and Away We Go

Approx 80km. Brisk and Hilly. Meet at Midland train station at 8:45 for a 9am start. We will climb the scarp to Mundaring via Darlington and continue along the ups and downs around Mundaring Weir, Piesse Brook and Canning Road to Kalamunda. There will be a well earned "Pit Stop" at a cycle friendly café and then it is all down hill back to Midland. This ride is intended as a training ride for those contemplating the 200km next Saturday.

Leader: Ann 9444 5160 (H)

#### Wednesday May 9

##### Social Night—Tour des Patisseries & How to Plan an Over Seas Holiday

7:00pm Loftus St Community Centre. Hear about the advantages (and tribulations) of cycle pannier touring in Europe when Mike and Grant conduct a "slide night" of their "Tour des Patisseries". Mike, with his daughter Lisa, Grant, and Terry Manford self-guided pannier toured six regions of France in late 2006, cycling 2000 km. Have your questions answered on pannier touring Europe staying mainly in camping areas and transporting bikes on planes and trains.

Contact: Gerry 9453 1441 (H)

#### Saturday May 12

##### 200km Achievement Ride

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 30mins (average 15km/h). Note there is a \$10 fee for non-members. **Anyone planning on doing this ride must register with Tom at least one week before.**

Organiser: Tom 9444 4107 (H)

#### Sunday May 13

##### Dawdle With Deb Or Clock On With Colin

35-45km Leisurely or 60-70km Brisk. Meet at Fremantle RS at 8:30am for an 8:45 start. Your choice of an easy dawdle down through the lakes and other areas to the south of Freo or a faster spin along the southern banks of the river before we attempt to meet up again at the end. Not that it matters too much if we don't, as there are enough cafes for everyone.

Leaders: Deb 'n' Colin 9418 1571 (H) or 0421 697 453 (M)

#### Sunday May 20

##### A Ride of 2 Options

40 or 57 kms, Moderate. Meet at Greenwood RS at 8:15am for an 8:30am start. Head east to Yellagonga Park and Joondalup for morning tea. For those who take the longer ride we'll head up Neaves Rd, Joondalup to Burns Beach Kiosk then along the coastal bike path to Hillary's and back to Greenwood.

Leader: Reg 9300 3007 (H)

#### Saturday May 26

##### 300 km Achievement Ride 1

300km, Hard. This is the CTA's most chal-

lenging 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)

#### Sunday May 27

##### Anything for a Bakery Pt 1

50-60km, Moderate but hilly. Meet at Midland RS at 8:30am for an 8:45am start. A simple ride from Midland straight up Red Hill to the Gidgegannup bakery for some sugar packed snacks. We will regroup twice en route: at Red Hill dump and at the corner of Toodyay and Stoneville Rds, so everyone can tackle the hill at their own pace. After the snacks, depending on the energy levels of the group, we can either head straight back to Midland, or go the longer way through the back of Mundaring via Stoneville Rd. Hope to see you there.

Leaders: Brad and Lisa 9377 5891 (H) or 0411359416 (M)

#### Saturday-Monday June 2-4

##### Foundation Day Tour

70-245km total. Building from the 2-day pannier tour in March, join us for a 3-day pannier tour through the Jarradale/ Serpentine area. This is a lead-up ride to the 5 week pannier tour in 2008.

**Day 1:** 80 or 40 kms

Meet at Spearwood at 10:00am or Armadale RS at 12:00 noon on Saturday for a hilly ride to Jarradale where we will stay at the Jarradale Environmental Centre. The meal that night will be at the Jarradale General Store.

**Day 2:** 30 or 65 kms

Your choice of either rolling back to Ar-

madale or continuing on down towards Baldivis for a night of camping Dinner that night is up to you but the brave ones will be cooking at the camp site. It may be cold at that time of the year so bring something to keep you warm.

**Day 3: 60 or 100kms**

A very flat, final day as we wander back to the start/finish at Armadale. For those who started at Spearwood we say farewell as we do the final trek to the end.

The total charge for accommodation including the first night meal is expected to be a maximum of \$60 each. Numbers are limited to 25 so book early.

Leader: Colin 9418 1571 (H)  
or 0434 164 267 (M)

**Sunday June 3  
Leaderless Ride**

For those not going on the long weekend away. Meet at Frasier's Restaurant, King's Park at 8:30am and negotiate distance & pace, depending on who's there.

**Saturday June 9  
10,000 in 8 Achievement Ride 1**

110km, Hard, 8:00am for an 8:30am sharp start. Meet at the Kelmscott Railway Station for registration and map/ride description. This is the club's hilliest ride requiring you to climb up and down 10,000 feet of hills within 8 hours. Required for both the Super Achiever and Challenge Series. Note there is a \$10 fee for non-members.

Organiser: Tom. 9444 4107 (H)

**Sunday June 10  
The Swan Valley by Bike**

35-40km Leisurely-Moderate. Meet at Charles Paterson Park, Burswood, at 9:00am for a pleasant trip up to the Swan Valley area. Tea and scones at Guilford or Midland depending on how we feel on the day before wandering back to Burswood.

Leader: Noel 9355 2745 (H)

**Sunday June 17  
A Ride and Then Coffee With Dennis**

50-60kms, Moderate and flat. Meet at the café on the south side of the Narrows Bridge 8:45am for a 9:00am start. A simple ride around some of my favorite areas south of the river. We'll start by heading down the freeway bike path and make the decision from there depending on how we feel on the day. We will have a coffee break along the way and another at the end. Please be gentle though, it's my first time!

Leader: Dennis 9313 3484 (H) or 0418 929 920 (M)

**Sunday June 24  
50km Achievement Ride Take 2**

50km Moderate, 9:00am for a 9:30am sharp start. Meet at the corner of Soldiers Road and Mead Street in Byford for registration and map/ride description. This is your second chance at achieving the 50km. The time limit of 3 hours 20mins (average 15km/h) should ensure that everyone has a chance of completing the distance. **Participants MUST BOOK at least two weeks prior to the ride and there is a \$10 fee for non-members.**

Organiser: Tom 9444 4107 (H)

**Sunday July 1  
Come Fly With Me**

65-70km, Moderate-Brisk, Hilly. Meet at the Midland Railway Station at 8:15am for an 8:30am take off. A good training ride for next week's 5,000 in 4 Achievement ride Take 2. We'll take off from Midland and glide up Red Hill for a short stop over at Gidgegannup. Once the fog has lifted we will continue our flight just skimming the tops of the hills on our way to Chidlow. It's then only a short hop to our lunch stop at Mundaring. After the hostess has cleared our tables we set off for the final approach to our destination in Midland.

Chief Pilot: Kleber 9354 7877 (H)

**Sunday July 8  
5,000 in 4 Achievement Ride Take 2**

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. **Participants MUST BOOK at least two weeks prior to the ride and there is a \$10 fee for non-members.**

Organiser: Tom 9444 4107 (H)

**PLAN AHEAD**

**Wednesday July 11  
Social Night—Camp Cooking**

Learn the tricks, the equipment, the recipes and ask those burning questions of what and how other people do for cooking meals whilst pannier touring from a few of CTA's most experienced tourers.

Leader: Jude 9328-9952 (H)

**Sat—Sun September 1-9  
"We've Been Sprung" Pannier Tour**

Presently being planned, around Cape Leeuwin. A tentative itinerary is Busselton to Dunsborough (35km), rest day, Margaret River (39km), Hamelin Bay (41km), Au-

gusta (19km), Sues Bridge (51km), Nannup (54km), then back to Busselton (58km). Expressions of interest & offers to help (and money!) gratefully accepted.

Leader: Simon 9271 2959 (H)

**Sat-Sun Oct 6-14**

**On Your Bike  
2007  
Wandering Valleys Tour**

The tour starts and finishes in Wandaring. We will be staying at Narrogin Ag College, Darkan, Collie, Boyup Brook, Williams and Boddington. The Rest Day will be in Boyup Brook. Brochure will be sent to you late April/early May.

Leader: Allan Duff 9885 8067 (H)

Email: [oyb@ctawa.asnau](mailto:oyb@ctawa.asnau)



**April 26 - May 31, 2008  
SE Queensland - NE NSW  
Full Pannier Tour**

Only 12 months to go before the start of the Tour. The interest shown by members has been very encouraging, and the number of people indicating their intention to go is increasing. If you intend to come on the Tour, we suggest you make every effort to participate in some of the upcoming tours being offered: Foundation Day long weekend on June 2-4, and the "We've Been Sprung" full pannier tour, September 1-9.

Just to whet your appetite of what is being offered. Julia Thorn, a seasoned cycle tourist, author of numerous Australian cycle touring books and a past OYB tour participant, has featured one tour that we will probably include in our NE NSW section. Here are some excerpts from her book: "The towns that you pass through during this tour include Ballina, Lismore, Mt. Warning, Murwillumbah, Kingscliff and Byron Bay. For the first half of this ride the dominant features of the landscape are the hills and mountains that surround Mount Warning, which is in view, clouds permitting, for several days. There are green stained volcanic boulders on the hillsides, cliffs rising out of nowhere and mountain ranges covered with rainforest. For the second half the beaches are the main attraction: long expanses of white sand and great surf. Apart from the usual resort facilities there are activities available ranging from wildlife reserves to water slides and local fruit outlets."

Save a da money and da leave for da tour.  
Tour Leader: Kleber 9354 7877 (H)

## LABOUR DAY WEEKEND, or Dardanup Donnybrook Bunbury Dardanup: an adventure in four parts

This story was submitted in 4 parts, from 3 separate riders (Kleber, Jude and Colin). Rather than try to edit them together, I'm publishing them as submitted.

Kleber starts on Friday:

I made the mistake of casually mentioning that I might ride down on Friday, to the start at Tony's parents' farm in the beautiful Ferguson Valley. So when Ann, Devo and Bruce said they would also like to ride down, there was no backing out. I arrived at our rendezvous to find Devo preparing for the long ride ahead, as he took another drag on his fag. Ann arrived soon after with Bruce running a little bit late because of a puncture. The rain started in earnest as we headed south along the Freeway cycle path, with the head wind that we were to experience all day already making an impression on us. The rain eased off as we headed south/east to reach the South Western Hwy. just north of Keysbrook and continued onto Pinjarra for lunch. After lunch we continued on quiet back roads as we traversed some of the OYB 2005 Surfing The Scarp route. Devo's adventures on the Gunbarrel Challenge last year certainly made a difference to his confidence on the dirt roads we encountered, as he left the rest of us for dead. As we approached Harvey, our overnight stop, Bruce was feeling the strain of the long ride and slowed down to a more leisurely pace. We needed Colin's navigational skills as I miss read the map resulting in an extra 2 km. Ann and Devo were not impressed and I was relegated to tail end "charlie". After a hot shower and a good feed at the motel, we thought "early to bed" after a long day in the saddle. WRONG. Deb, Colin and Mark Ewing had driven down that afternoon and had settled into a unit close by. Colin and Mark being the friendly people they are, wanted to share their beer with us. So after an hour or so and a few drinks later we removed the match sticks from our eye lids and hit the sack. Saturday was a relaxed ride to Brunswick Junction on the Highway for morning tea and the purchase of our lunch to eat later at the farm. Tony's route information was spot on, as we were able to leave the highway and travel on quiet back roads to the Ferguson Valley and onto the farm. I would like to take this opportunity to thank Tony's folks for the use of their property for the car security and somewhere to have lunch on the first day.

~Kleber

Jude picks up the story on Saturday:

Bike and panniers in the back of the car I was speeding to Dardanup, hoping I would not be too late for the start of another CTA short tour. Tony's parents' farm Carlaminda was the starting point, and I arrived to a mob of cyclists and gear in various stages of organisation, and the relief of finding that I was not the last person to arrive. Mike and Grant had that honour. A quick briefing by our trusty leader Ann and we were ready to hit the road.

The group of 30 riders spread out and headed off on the country road for a short afternoon ride of 40 km to Donnybrook. Some took the high road up to a winery, most stayed on the flat country with their first stop at Gnomesville. Searching around, we even spotted a little gnome

tribute to the On Your Bike Surfing the Scarp Tour in 2005. On to Lowan where sadly the shop-come-pub had closed, so nothing left but the open road to Donnybrook and straight into a café for coffee, milkshakes, cake or whatever.



Lucia leading, with Connie & Noel following

Most of us stayed at the Donnybrook Motor Motel. Once the comfortable rooms were allocated, late afternoon relaxation was on the agenda. Some filled the small swimming pool--alas no drink service, but entertainment aplenty. Top marks to Lucia for a spectacular water entry!!! Others were sampling the local pubs.

Response to the ride was so great that overflow participants were accommodated at Natalie's sister's house. This local connection also saw us dining out at the usually closed Noneycup Tearooms. What a treat!! I could go into restaurant review mode and talk about the delicious snapper and calamari served with a light salad, done to perfection. A great night of food and good company.

Sunday morning saw cyclists streaming out of Donnybrook on the road to Capel. People found their pace in a smaller group or rode solo. A tail wind, quiet country roads, gentle uphill, sweeping downhill – what could be finer? Next

stop Capel Roadhouse, for a leisurely morning tea where lots of good coffee, sandwiches and cake were consumed. With the hotting up the last cyclist left Capel for Bunbury. Sadly, having to work on Monday, I had to head back to Perth so along with Natalie and her partner we followed the railway line through more farming country to Boyanup and then onto Dardanup. Although I only had one night out of the city, there was still that sense of achievement and re-charging of the batteries that makes cycle touring pretty addictive.”  
~Jude

Colin's take on Sunday:

As we said our good buys to those leaving, the rest of us had a decision to make. Either directly up to Bunbury for a total of 70 Kms for the day, or head south and then along the coast up to Bunbury for a total of 110 Kms. Most headed straight up, but considering we couldn't check into the YHA where we were staying that evening until 4 PM, an intrepid few took the longer option. The weather was perfect, the roads almost deserted of traffic and plenty of time to make it to Bunbury by 4. We couldn't ask for more.

“Have I told you how good this new bike is?” asked Mark for the 23<sup>rd</sup> time that day. Although he's been a member for about a year now, this was his first weekend away, and so his first taste of cycle touring. He had gone to his local bike shop the previous week to get a small rack to fit to his road bike so he could come on the weekend tour. He walked out three hours later with the new rack, and a new bike, panniers, touring shoes and matching helmet. Considering that he didn't stop talking about it all weekend I think it's safe to say he's got the touring bug.



Our timing was perfect as we arrived at the YHA a few minutes before 4 just as everyone else rolled up after a busy

afternoon of relaxing in the cafes and coffee shops of Bunbury. After a shower and refreshing ale we faced the biggest problem of the day, what do we do for dinner? The choices were many and varied: back to the cafes, one of the many restaurants, or a BBQ at the YHA? As the evening drew on most people ended up sitting around relaxing



out the back of the YHA and discussing the day's events. It's unclear as to who first mentioned a bottle of Port (I suspect Tony) but it seemed like a good idea at the time.



Grant Gregory and Mike Norman didn't stay at the YHA, but tented on the front lawn of someone Bruce knew in Bunbury. At 6:30 am while still dark, the automatic sprinklers came on. In the commotion, Grant escaped running thru the sprinklers to safety, while Mike took refuge in the tent. While the tent and their bikes were getting a good soaking, Grant was trying to find a valve, any valve, to turn of this unexpected dousing. Bruce, who was sleeping in the lounge, had woken and come to their aid. Realising they couldn't find anything except their wet tent in the unfamiliar dark garden, they managed to convince Mike to leave the safety of the tent so they could then drag the tent and all its contents, plus the bikes, out of range of the sprinklers. Needless to say they all managed to get showered that morning, a bit earlier and colder than expected. What a great method to ensure you don't sleep in, although packing wet tents etc should be avoided where possible.

Back at the YHA, Kleber and Ann were up and away early

to ride back to Perth (they're both off the hook about the Port idea). The rest of us had breakfast and coffee before meeting up at one of the bakeries so we could head back to Tony's parents' farm just outside Dardanup, roughly 35 Kms. I don't know who was responsible for organising the weather but it was still perfect, no wind to speak of and a bright sunny morning. With Tony leading the way we stayed together as a group until we were out of Bunbury and onto the country roads again. Beautiful rolling hills were the order of the day and all too soon we had arrived at the farm. The last bit was 300 meters of very steep *dirt* driveway up to the farm house. (I walked it).

All up an excellent weekend was had by all. The first time touring for at least 3 people, two more did personal best distances on the second day. The weather was perfect the whole time, the food good, several wineries and great company with old friends and new. Just another weekend away with CTA! Many thanks go to Ann for organising a great little tour and thanks also to Tony for the use of the farm as a start/finish point.

~Colin

And Kleber finishes Monday:

Ann and I were the only ones foolish enough to take on this 190km at a forecasted 40°C. After breakfast and a brief look at the maps we were on the road by 7.00am. Not yet out of Bunbury disaster strikes as Ann and I touch wheels at a roundabout, and Ann comes down. Fortunately Ann's hel-

met saved her from any head injuries and the other injuries were minor. Subsequent discussion has highlighted contributing factors. I was just ahead of Ann and failed to check behind me before changing my line and I failed to give a hand signal. Another point that could prevent this type of accident occurring in the future: unless you are level with the other rider, avoid overlapping your front wheel with the rear wheel of the rider in front. They say that long distance riding is character building. Well Ann is a perfect example of that. After the initial shock of coming off the bike she pulled herself together and insisted that she would continue onto Perth. We took the short cut through Australind and then with a diagonal headwind in our faces we sat on 30kph to Lake Clifton Roadhouse where we stopped for refreshments. By the time we reached Mandurah the temperature was becoming uncomfortable and the drinks more frequent. After lunch break it was on the road again to be passed by Tony and some crazy woman named Lucia hanging out of the car window shouting encouragement to us. Cold drinks and snacks were consumed in large quantities at the Servo at the start of the Freeway cycle path at Safety Bay Road. With the temperature now bloody hot we slowed down and stopped for a break in the shade of the underpass tunnels. I peeled off at Berrigan Drive while Ann continued along the Freeway cycle path to Perth. I would like to thank Ann for organizing such a wonderful weekend and her company during the ride.

~Kleber

eyes and a big smile.

We had a thermos of coffee and cake, and asked him to join us on a bench seat overlooking the city. We discovered he was a Scotsman from the Orkney Islands with two degrees (chemistry and microbiology), who had stopped working at 38 years of age and has been riding the world for 11 years using his savings. 26 countries, 210,000 km, including 17,000 km within Australia. In fact, he had just finished his Australian tour, which included Cape York and the Kimberleys, riding on days as hot as 49 degrees C. He had even ridden his bike in Antarctica after hitching a ride costing \$150 on a Chilean navy supply ship! He spoke 5 languages: English, French, Spanish, Portuguese and Mandarin, which he learnt while riding in China.

He told us he was carrying 6 kg of luggage. I saw a couple of weather-beaten rear panniers with broken zippers (he told us the panniers cost him \$5 for the pair in China), and a small tarp and thin foam matt on top of the rear rack. He carried cash only (no plastic) in a paper envelope. He was riding in just rubber thongs, a singlet, frayed shorts and a basic helmet. He had no tent, sleeping bag, warm gear, rain jacket, or cooking gear. We were absolutely amazed how little he could survive with.

He had camped the night in Kings Park and we had found him washing his spare t-shirt in the men's toilet basin to spruce up for a visit to the art gallery the next day. In fact, he said he rarely used camping areas or any paid form of accommodation, even in big cities. Many times, people thinking he was down and out had given him money, but he always returned it saying "I am as rich as you are!".

Ian Hammond was his name. In the Orkney Islands, he owns his own home, grows his own organic food and is an artist in his community, using as inspiration the people he meets and the places he visits on his journeys.

I told him I was a member of a couple of cycling organisations and on behalf of them I anointed him the "Hobo Cycle Tourist of the Century" before wishing him a safe return home and racing off to an appointment for which we were already late.

Unfortunately I did not have my camera with me to take a picture of this amazing and inspiring cycle tourist with his rusty steed.

~Mike N.

## FUTURE TOUR EXPRESSION OF INTEREST

New Zealand 2008. The CTA visited the South Island in 1992. Since then, a number of members have visited NZ and we have all read their exploits!

Do you want to go? I do! So in 2008 I'm visiting New Zealand between the months of January and March and will be back in Oz in time for "Le Tour 2008" Current thinking is to do some cycling, sea kayaking and train journeys on both islands.

Are you interested? If so contact Tony via phone 9881 2331 (H) or email on [tony.humphreys@mainroads.wa.gov.au](mailto:tony.humphreys@mainroads.wa.gov.au) and we can start our planning.

## HOBO CYCLE TOURIST OF THE CENTURY

On Saturday morning, the 31st of March, we were showing a visitor Kings Park and came across a "hobo" with a rather rusty 11 year old steel-framed mountain bike (with luggage), parked outside of the men's toilet behind the tea rooms. He had the sort of bike you see in road side rubbish collections - with a seat that had the black cover worn off exposing the foam. He was riding with practically nothing - he didn't even have water bottle bidons on his bike. We initially thought he was a guy down on his luck, but we saw that under the beard and grimey t-shirt was a very athletic, tanned, well-spoken guy with a Scottish accent, sparkling blue

## SEND US THE BEST CAPTION!



We received several submissions re the photo above (last issue) of Mark C:

1. I think Kleber was right. I should have used a Brooks saddle on that 300km Achievement ride. Kleber
2. I could have sworn that there was a bike there a moment ago! Tom
3. Hey, this water's really powerful stuff! Tom
4. We'll at last I've finished the 300km. Now all I've got to do is get my legs working again. Tom
5. No, THIS is my BEST angle. Tom
6. Now I've worked out the position, all I need is the recumbant. Alan B.
7. Best I let it out now before I'm back on my bike with someone riding right behind!" Mike Norman

And the winner is.....#2, "I could have sworn that there was a bike there a moment ago!" Tom—contact me to pick up your free socks.

This issue: Send us your best caption to the photo below, and win a pair of CTA socks. Email [info@ctawa.asn.au](mailto:info@ctawa.asn.au), attention The Editor—or call me on the number listed on page 2. Feel free to submit any great photos too. ~Deb



## 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. And 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](mailto:info@ctawa.asn.au)

## 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](mailto: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](mailto:BTA_WA@hotmail.com).
2. Electronic Hazard Report Form found on the bikewest website at [www.dpi.wa.gov.au/cycling/hazard.html](http://www.dpi.wa.gov.au/cycling/hazard.html).
3. Postcard. Free postcards provided by Bikewest are available from the editor.

Remember, you can now report glass on the roads as a hazard!!!

# The CTA Achievement Ride Series

The CTA conducts a series of "Achievement Rides" each year. These rides provide you with a graded set of challenges. Each ride must be completed within the set time limit, but is otherwise non-competitive in nature. Each ride is supported by a volunteer and the series is coordinated by the "Achievement Rides Administrator" (see pg 2 for contact details).

The rides are run twice a year ("Take 1" and "Take 2"). "Take 1" rides are always run, but you should register at least 10 days beforehand. "Take 2" is only run if at least 3 people are registered 2 weeks beforehand so you must register. To register phone or email the "Achievement Rides Administrator".

### Ride Time limits

To be considered "successfully completed" a ride must be completed within the time limit. Upon "successfully completing" a ride you may purchase a cloth badge at a cost of \$5 each.

Ride (Normal)	Time Limit
50km	3 hrs 20 mins
100km	6 hrs 40 mins
Century (100 miles/160kms)	10 hrs 40 mins
200km	13 hrs 30 mins
300km	20 hrs

Ride (Hills)	Time Limit
5,000 in 4 (5,000 feet of hills)	4 hrs
10,000 in 8 (10,000 feet of hills)	8 hrs

For any additional information, please contact the "Achievement Rides Administrator" see page 2 for contact details.

### Ride Series

The rides are grouped into series, and an award is available for "successfully completing" a series. A member can only nominate for one award per year.

Series	Rides
Merit	50km 100km 5000 in 4
Challenge	50km 100km Century 200km 10000 in 8
Super Achiever	50km 100km 200km 300km 10000 in 8

A longer ride may be substituted for a shorter ride as long as it is of the same type (eg Normal / Hills)

### Using Brevets

If you are unable to attend one of the official CTA rides, then you can complete the ride using a CTA brevet card. Brevet cards and route descriptions are available from the "Achievement Rides Administrator". Completed cards must be returned to "Achievement Rides Administrator" as soon as possible after the ride (within 2 weeks) and absolutely no later than **four** weeks before the AGM (so turn them in before Oct 27, 2007).

### Support for Achievement Rides

If you can help support any of the Achievement rides, your mileage (odometer reading from when you leave your house for the ride, to when you return), will be reimbursed at the rate of \$.50/km. Other related expenses will also be reimbursed if you provide receipts.

# ACHIEVEMENT SERIES AWARDS

## 50km Achievement Ride 25 February 07

- ★ Nonie Allen
- ★ Bruce Beecham
- ★ Graham Glark
- ★ Brad Cleary
- ★ Devo
- ★ Mark Elliott
- ★ Dennis French
- ★ Grant Gregory
- ★ Mal Harrison
- ★ David Lewis
- ★ Liz Marshall
- ★ Fred Morgan
- ★ Lorraine Price
- ★ Colin Prior
- ★ Jeremy Savage
- ★ Gerard Ten Bokkel
- ★ David Van Zyl
- ★ Michael Antonio
- ★ Natalie Boyd
- ★ Kleber Claux
- ★ Lisa Cleary
- ★ Noel Eddington
- ★ Mark Ewing
- ★ Rob Ghilarducci
- ★ Tom Hallam
- ★ Bob King
- ★ Bruce MacPherson
- ★ Richard Marshall
- ★ Deb Palacios
- ★ Bruce Robinson
- ★ Chris (Jugs) Rowley
- ★ David Silk
- ★ Reg Tugwell
- ★ Ann Wilson

## 100km Achievement Ride 1 April 07

- ★ 39 out of 40 starters completed this ride—a real record-breaker!!!
- ★ Nonie Allen
- ★ Graham Clark
- ★ Brad Cleary
- ★ Mark Corbett
- ★ Noel Eddington
- ★ Dennis French
- ★ Robert Ghilarducci
- ★ Mike Holland
- ★ Bob King
- ★ Paul Loring
- ★ Liz Marshall
- ★ Roy Messom
- ★ Chris Nichols
- ★ Colin Pearce
- ★ Colin Prior
- ★ Chris (Jugs) Rowley
- ★ Rowena Scott
- ★ Gerard Ten Bokkel
- ★ David Van Zyl
- ★ Grant Gregory
- ★ Michael Antonio
- ★ Kleber Claux
- ★ Lisa Cleary
- ★ Sarah Cutts
- ★ Jim Flynn
- ★ Deb Palacios
- ★ Mal Harrison
- ★ Judy Kaminski
- ★ David Lewis
- ★ Julie Marsh
- ★ Bruce MacPherson
- ★ Richard Marshall
- ★ Jandie Walden
- ★ Kerry Porey
- ★ Bruce Robinson
- ★ Devo
- ★ Irenie Shaw
- ★ Mark Elliott
- ★ Ann Wilson

## 160km Achievement Ride 14 April 07

- ★ Arnold Bosenberg
- ★ Lisa Cleary
- ★ Devo
- ★ Grant Gregory
- ★ Bruce MacPherson
- ★ Denise Patterson
- ★ Bruce Robinson
- ★ Chris (Jugs) Rowley
- ★ Gerry Tenbokkel
- ★ Brad Cleary
- ★ Trevor Patterson
- ★ Dennis French
- ★ Bob King
- ★ Liz Marshall
- ★ Mark Corbett
- ★ Irenie Shaw
- ★ Colin Prior
- ★ Ann Wilson

# CONGRATS!!!

Please join the CTA committee in extending our heartfelt congratulatory to Tom Hallam & Leonie Tanner. They are expecting their first child in late July/ early August. From Tom: "At our age (40 & 45) this is going to be quite a life changing experience and I'm sure it'll be a rewarding one."

Mike & Janet—any tips? (other than "bring on the Burley (trailer).")

# CTA BUMPER STICKER

We're still looking for submissions for a potential CTA bumper sticker. Come on, put your thinking caps on and let us know. My suggestion is:

**Cycle Touring Association of WA:  
It's the Journey, not the Destination**

# MEMBERSHIP DETAILS:

CTA membership is from January 1 to December 31. If you were a member in 2006, you would have been sent a renewal form with an earlier issue of the Chainletter. Membership forms can also be downloaded from our web-site.

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

Please send your cheque and form to the Cycle Touring Association, PO Box 174, Wembley WA 6913. 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.

# CTA CLOTHING Knicks on Closeout Sale

The CTA has a variety of logo clothing available for sale:



**Short sleeved Coolmax tops** in yellow with red stripes (XS-XXXL mens, 10-16 ladies) are \$85 each.

**LONG sleeved Coolmax tops** in yellow with red stripes (M-XXXL mens, 10-16 ladies) are \$100 each.

**Black lycra knicks** with 1 red & 1 yellow side panel are on sale for \$50 each. No reorders are planned. Only 2 pairs left (1 Small, 1 sz 14)

**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.

### "Take A Look" Mirrors

With or without helmet adaptors, \$20 each.

**Long sleeve full-front zip & Short sleeved polo shirts**, both in high-visibility, neon orange, quick-dry fabric, with black trim, and 3 bike pockets on the back. The CTA logo is embroidered on the front, and the club name is printed on the back. These casual shirts are functional both on and off the bike. \$35 each, and \$5 more gets you your first name embroidered on the front.

Contact Deb on 9418 1571 (H) if you'd like to try anything on. Payment can be made via cheque (payable to "CTA Clothing") or via the internet, however call Deb first to confirm availability of stock.

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

