

THE CHAIN LETTER

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

May/June 2008

Issue 200

PRESIDENT'S REPORT

Bike week has been and gone and was again a success for the club. Many members went on the "Freeway Bike Ride". A pile of brochures was again distributed to the massed cyclists. The bike week rides and BBQs were well attended and enjoyed by all. Thanks to everybody who helped organise them, do the cooking, lead the rides and distribute brochures. The club lives on the efforts of volunteers like you.

Many people seem to be taking note of my comments about cycling etiquette and safety. Most people are now calling out, signalling and keeping left, at least they are on the few rides I've been on. Unfortunately there's been another minor accident on a ride. This one resulted in a sore shoulder, and damaged pride: Luckily no damage to the bike. Please remember to report all hazards you come across especially if you find them the hard way.

OYB filled up within 10 days. The demand for this year's is especially large as it's the 20th anniversary. Next year's is likely to be easier to get on as there are going to be at least 2 other tours available (Noel's and Bike Vic). The DVD's from last year's ride are about to be posted out so should be with you by the time you read this. Sorry for the delay, being dad and president has left very little time in the evenings. Please contact me if you've not received yours.

We've had our first open meeting and it seemed to be a success. Jude has provided a summary of the "Future Tours" discussion elsewhere in this newsletter. I'd like to emphasise that we're not looking for a "replacement" or "alternative" to OYB. We are trying to encourage more people to organise a variety of tours. The first requirement for a tour is somebody with the idea and enthusiasm to organise it. Once we've got that, a small committee can be put together with people

who have the skills and the experience to make it work. The tours can be anything from a weekend away, a week with panniers like Simon's last year, or a more elaborate tour like Noel is planning. Touring is what this club is all about. It just needs you to make it happen.

I've not had a response as yet to the letters I sent out about glass and "container deposit legislation" but the idea seems to be gaining ground. The Federal government is reviewing the possibility of Federal legislation and "Clean up Australia" is also pushing for it as "a third of the 7200 tonnes of rubbish collected altogether today was drink bottles and cans" (<http://cleanup.org.au/au/Campaigns/clean-up-australia-day-2008-another-great-success.html>)

Earlier this week I received an email about a bike that was stolen from the Sun Fair at UWA. The email was passed on to members, something we don't generally do, but as we had a notice to go out anyway it seemed appropriate to include it. The responses from members have been generally encouraging, with most people saying that they like to be kept informed and that the "stolen bike" message made them reconsider the security of their bikes. A couple of members suggested that we include an option on the membership / renewal form so people can opt out of emails and other mass mail outs (including newsletter). The committee shall be discussing this further and formulating a policy. As always, I'm keen to hear your views on the subject.

Thanks to everybody who phoned, emailed, and talked to me about children's bike trailers and seats. I now have a couple of seats (different bikes) and have ordered a trailer. Alice, now 9 months old, has been on her first bike ride (see photo). Whilst she was not sure at first, once we got moving

she was all smiles and squeals of delight. Initially she had a bit of an issue with the helmet (what's this thing on my head), but after watching dad put his on and then inspecting herself (and dad) in the mirror, she accepted it. Purchasing a helmet was not an issue, there are several makes that go down to about 47cm (Alice is small for her age) and they range from about \$30 (Target and Toy R Us) to \$60 / \$70 at some bike shops.

One again, happy and safe riding, and I hope to see you on a ride (with Alice) soon.

Tom Hallam

Editors note: See Alice's very cute photo on page 10!

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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 the new members who have joined since the last newsletter.

Geoffrey Bowell	Robert Branch
Lorraine Campbell	Patricia Cooper
Ken Cooper	Peter Crowe
Robin Eatell	Carl Edwards
Raswaat Gill	Mourad Jabado
Russell Kemp	Alan Mulgrew
Pat Nodwell	John Peberdy
Perry Raison	Blair Stevens
Pamela Stevens	Ciaran Stewart
Mark Stupart	Susan Taylor
Graham Thornton	Julie Woodcock
Don Woodcock	

CYCLING TRIVIA

Last issue we asked:

Why do some professional cyclists still have one of the gear shifters on the down-tube, while integrating the other with the brake lever? And if they do, which gear shifter is mounted on the down-tube, and why?

Although several people came to me with answers, two were correct. One from Ross, and the other from Allan.

Ross wrote: "Knowing that professional cyclists are bigger weight weenies than Colin, they have one gear shifter on the down tube to save on weight. The shifter in question is on the left as the right gear shifter is connected to the rear derailleur and is the most used therefore it is only sensible to have the right shifter integrated with the brake system." Ross, The not-so-weight-conscious cyclist.

Allan's answer was essentially the same: "The gear lever on the down tube is the one working the front changer. The reason is because, in the mountain stages, the number of times a change of rings is needed are few, and this saves a few grams in the weight department."

Next Question:

Also from John Faris: Tribars are a feature on many bicycles. They were first developed for use by triathletes rather than road cyclists. What is the essential difference between cycling in the two sports that lead to the development of tribars in triathlon cycling rather than road cycling and how does this difference matter?

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 (Jul/Aug) should be sent to the Editor no later than Thursday 5 June—early due to my trip to the US!

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.



Supporting Cycling for over 60 years
Road & Track Racing
Mountain Bikes — Triathlon — Family
Touring Cycles — Tandems

Tel: 9430 5414 Fax: 9430 4062
66 Adelaide St, Fremantle

FOR SALE

Pannier racks

- (2) rear, good cond - \$20 ea
 - (2) front, near new - \$35 ea
- Contact: Brad or Lisa 9377 5891 (H)
or 0411 359 416

Spin / Exercise bike

Near new, seldom used. Fully adjustable handlebar / seat positions. Magnetic flywheel resistance adjustment. \$800 or near offer.
Contact: Kleber 9354 7877

Saddle - Women's

Black leather. Unique design specifically for women. In mint condition - only test ridden. Still in original box with tags. \$50 ono.
Contact: Karen 9228 3838

2 person Macpac tent

2 vestibules/entries, ground sheet VGC \$350 (\$750 new)
Contact: Lance 0409 905 995

EASTER IN MANJIMUP

"I think Manjimup would be a great place for a CTA Easter break". So said David Taylor on last years OYB, and so was hatched the idea for another great CTA long weekend. David and his wife Camilla live just 3kms out of town, so that was the obvious meeting point considering that nothing is open on Good Friday. David had picked up the keys for the rooms at the Manjimup hotel where we were staying the previous day.

Everyone to meet at the back of the hotel for a 35km loop along back roads around Manjimup. Off we go with David leading the way. Bright sunny day, good company, no traffic, what could possibly go wrong? **GRAVEL!!** While some of us love dirt, others are not too comfortable on it. I fall into the latter category. Only 8kms total of gravel and it was totally worth it just for the beautiful little church we stopped at half way along.

Back to the hotel, a quick shower, and down to the local park for a BBQ. A great evening with good food and a few glasses of red wine was topped off when Ann said "I think I've locked myself out of the room". Rowena, who was sharing the room, was not super impressed. It was Good Friday, not a soul around. Devo climbed the drain



Very relieved indeed to be at the top of Pump hill just after lunch on day 2.
Left to right, Mark E, Jeremy, Mike A and Ann.

pipe only to find the window locked from the inside. Ask Ann about the sleeping arrangements that had to be made for the night.

Ready to go at 9 o'clock the next morning! The morning cook, Elsa, saved the day with a key to Ann and Rowena's room. More perfect weather and quiet country back roads as we head off towards Pemberton for lunch. "I can smell coffee!" was heard from Mike A and sure enough just around the corner the local ladies had set up a driver revive stop. CTA never lets a chance for coffee go by and so we had a very pleas-

ant unscheduled morning tea break. After our fill and thanks to the local ladies it's on the road again towards Pemberton and lunch.

Pump Hill?!? Surely we don't go up Pump Hill straight after lunch? We did, and it was difficult. The rest of the way back to Manjimup was through forest and rolling country with some very serious downhills thrown in for good measure. We don't know exactly what top speed Lance and Patricia got up to on the tandem but it's quite possible they actually broke the sound barrier.

We were joined for dinner that night in the Manjimup Hotel dining room by David and Camilla, as well as Tony and Lucia who happened to be staying in Bridgetown. The two main points of discussion over dinner were who got the top speed of the day (Lance and Patricia won that one easily), and who would do which ride tomorrow. Some opted for David's suggested route which included 24km of dirt while others thought that the Bridgetown loop, 85kms all on road, was a better idea. (No prizes for guessing which one I took.)

Before we left the next morning we all got an egg from the cutest little Easter bunny that I ever did see. (photos on the next page!)

"This is just like being 10 years old on a BMX again!" Stan and Jeremy were heard to say while riding their mountain bikes over the dirt and both loving it. While they were doing that, the rest of us headed up to Bridgetown for the



Which Way to Go?
Left to Right, Patricia, Ann, Colin, Rowena, Mark E



The cutest Easter Bunny ever, offering an egg, and sitting on daddy's shoulders.

tel and this time we were joined by the publican himself, John Peos. There are very few better hosts than a country hotel publican, but John stands out as a first a m o n g s t equals from even that illustrious crowd. Not only is he the local publican--he also owns the local winery. Nobody is too sure exactly what time it was when we called it a night but all agree that it was bloody good all the same with many stories told, much

bers' support we have no CTA. But special mention goes to Stan for towing the CTA trainer down and back, John for his good old-fashioned country hospitality and in particular to David and Camilla for organizing just about everything and being the most perfect hosts.

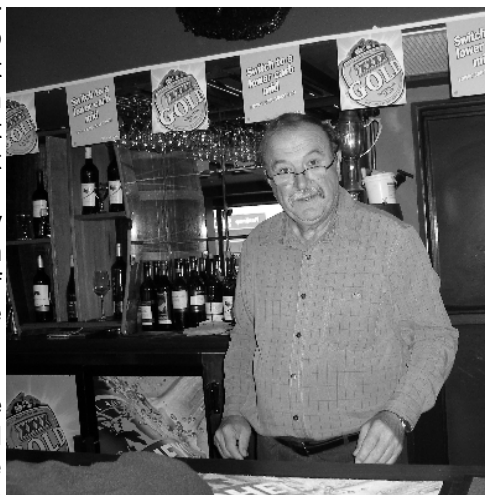
CTA will be back down that way in October when OYB stays a night in Manjimup. Be sure to pop into the Manjimup hotel while we are there: good food, great wine and an outstanding publican.

~Colin

famous pumpkin soup that Ann had been talking about all weekend. The soup was great and we needed it for the long climb out of Bridgetown as we returned via back roads to Davids place, where Camilla had been baking cakes all day. Man those cakes were GOOD!

food consumed and a glass or two of outstanding wine quaffed along the way.

The next morning brought to a close another magnificent CTA weekend away. We joined what appeared to be most of WA trying to get back to Perth along the highway. Thanks to everyone for a great time: without mem-



John Peos, the Publican who runs the Manjimup Hotel.

Dinner that night was again at the ho-

VIC GOVERNMENT PLANS TOUGHER LAWS FOR CYCLISTS

March 5, 2008

AAP

Cyclists in Victoria could face jail and other penalties for injuring pedestrians, under tough new laws to be introduced this year.

Victorian Roads Minister Tim Pallas said the new legislation would bring serious cycling offences in line with motoring offences.

"... if a cyclist is taking actions that are comparable to a driver acting negligently, then they should be subject to the same levels of obligation in terms of the law," he said.

Mr Pallas was speaking after Don McFadyen, 62, was seriously injured yesterday when hit by a cyclist after he stepped from a tram in Swanston Street, Melbourne.

Police today called for the cyclist to come forward, but under existing laws, the offender would only face a traffic infringement, such as failing to stop.

Mr McFadyen was taken to hospital with a dislocated hip and a severely fractured arm after being knocked down at 5:15pm yesterday. Today he was in a stable condition in intensive care at Royal Melbourne Hospital.

Mr McFadyen's wife Jenny told Fairfax Radio her husband was lucky he was not more severely injured.

"He was rather lucky, I think," she said.

"The doctors said the cyclist must have been going at a fair pace because (Don) must have been thrown to be in the position he was in on the road."

Bicycle Victoria chief executive Harry Barber urged the cyclist, believed to be in his 20s, to hand himself in to police.

Mr Barber said he believed paramedics at the scene treated both men and when the rider had recovered, he rode away.

However, a spokesman for the Metro-

politan Ambulance Service said the paramedics' record of the incident showed the cyclist had left by the time they arrived.

The Government was reviewing the laws as part of its Arrive Alive 2 road safety strategy, Mr Pallas said.

The legislation has not been drafted but cyclists could be jailed under the changes, in the way motorists were for serious offences, Mr Pallas said.

He said the laws would be introduced this year but ruled out requiring registration for cyclists.

Last year, cyclist William Raisin-Shaw was fined \$400 after admitting he rode through a red light, knocking over and killing pedestrian James Gould.

Mr Gould, 77, had stepped from the kerb into the path of a pack of cyclists on the notorious Hell Ride along Beach Road in Melbourne's south.

APRIL CTA OPEN MEETING

On Sunday 6 April the CTA held its first Open Committee Meeting, which ran after a lovely bird watching cycle-ride led by Stan around Herdsman Lake. Approximately 20 members joined the Committee at the Loftus Centre to discuss several items of business. Following a welcome by the President and an introduction to the Committee, future tour options, the main item on the agenda was discussed.

Noel Eddington gave the background to this item. The Association currently runs one major supported ride each year, The On Your Bike tour (OYB). OYB is limited to 120 participants, and is a very successful and well-run tour. Its success and popularity has meant that this year the tour filled up in a record 10 days! The Association also runs various weekends away and some special tours such as the 5 week Queensland NSW Tour which left in April.

With an increasing Association membership (now over 200), it is timely to consider other touring options. Noel outlined an idea for a 'low impact' tour potentially scheduled for April 2009. The term 'Low Impact' refers both to the tour's environmental impact, and on the level of organising required. This will take a different form than OYB which is a fully supported and fully catered for event. The main features of the proposed low impact tour are:

- Capacity limited to 50-60 participants for a one-week, low-cost tour.
- The planned route is Mandurah, Waroona, Astralind, Collie, Williams (Rest day) Pingelly, York then finishing in Midland.
- Public transport used to get to the start point at Mandurah, and returning from the finish at Midland. (The tour will not require a truck dedicated to transporting bikes.)
- Participants responsible for organising their own catering and accommodation arrangements
- The organising sub-committee will identify overnight accommodation options, ranging from local camp-

grounds to hotels or luxury guest houses.

Meals could be from local pubs, restaurants and cafes to campground Trangia cooking. A large (200 litre) esky is available for storing perishables.

- A support vehicle for luggage transport with designated drop offs each day

No dedicated tour mechanic – participants to take responsibility for their own bike maintenance. If a bicycle can't be fixed, then that person is the truck driver for the time the bike is out of action.

- The tour to be suitable for families
- Scheduled to occur in April School Holiday
- More details will be released as they become available.

The main difference to OYB is that it will be a smaller tour in terms of numbers of participants and will rely on participants taking responsibility for their own accommodation and catering. The tour will still be supporting communities it stays in through participants' spending money on accommodation and meals etc, but the tour will not expect community groups to work for the tour, as happens on OYB. A small subgroup is working with Noel to further this tour. The idea received general acceptance by the Open Meeting and generated healthy discussion for more specific details of this option. More importantly, it opened the floor for a discussion on other tour options. It was emphasised that 2009 could be seen as a trial of this type of low impact tour and there was no expectation that it would necessarily run every year.

There was a strong sense that the Association is large enough to offer a range of touring options to members and this is only really limited by having people willing to put the time and work into moving ideas into practical tour options. It was recognised that the Association has a diverse membership who are looking for different types of tours and that the Association can only benefit by offering a range of events through the year. Such events

were not seen as being in competition with each other as often they will appeal to a different part of the membership. Tours could range from the fully supported OYB tour to small groups doing full pannier tours, to trips with a base camp and day rides, to off-road tours, to week-long tours, overnight weekend tours, interstate tours, international tours etc. Regular Saturday and Sunday rides and Achievement Rides would still remain an important part of the riding calendar for the Association.

Two potential tour ideas came from the floor. This demonstrated that there are members who are happy to contribute to a robust and fun program of tours each year. The following two ideas are being pursued by members keen to see these tours happen:

- An Easter tour with a base camp at Brunswick Junction and daily tours from there.
- An off road, full pannier tour on part of the Mundabiddi Track in the South West of the State.

All members are encouraged to think about tour ideas, especially any ideas you would like to take a leading hand in organising. The Association is lucky enough to have lots of expertise in the cycle touring area. If you have an idea, but you are not sure how to bring it to fruition, drop an email to the Committee and we will team you up with someone. Also if anyone has other thoughts to add to the ongoing discussion on the type of tours the Association could run, again please drop us a line – see contact details below.

Members are also reminded that all Committee Meetings are open to all, however a couple of 'special' weekend open meetings are scheduled for 2009. Any feedback on these meetings is also welcomed.

Jude Comfort
Secretary
info@ctawa.asn.au



Department for Planning and Infrastructure
Government of Western Australia



CYCLING FACT SHEET No. 20

Tips for riding in traffic

Being safe on a bike is not as simple as putting on a helmet. Apart from knowing and obeying the road rules, vulnerable on-road cyclists need to ride defensively at all times. Being legally in the right is of little consolation if you are involved in a serious crash with a motor vehicle. Here are some tips to improve your safety when riding with or near traffic.

Be Seen:

Wear light coloured clothes at all times. Better still are garments that have reflective panels. Bike shops sell lightweight reflection vests that can be easily slipped over your ordinary clothing.

Fit front and rear lights when riding at night. It is recommended that you fit two separate lights at the front. One light can be used to illuminate the ground ahead and the other aimed at the eye level of car drivers to maximise your chances of being seen. At night, attaching reflective tape or stickers to clothing, helmet, backpacks and cargo will increase your visibility even more.

A good tip is to watch your shadow when being approached from behind by a car. If your shadow does not start to move to the left as the car approaches, quickly move your bike to the left.

Be predictable:

Use hand signals when necessary. A left or right arm extended out indicates that you are turning (and slowing). Drivers are more likely to slow and wait for you to make your manoeuvre.

Get into the habit of making gradual changes in lane position (e.g. to avoid debris or grates) as this gives drivers plenty of time to see you. Avoid sudden moves that put you closer to where traffic passes you. Drivers won't have to time to give you more space and you won't appreciate them being so close.

Cyclists riding along the road at dawn or dusk also need to consider the difficulty that a sun sitting low in the sky can cause for motorists. When pedalling directly into a rising or setting sun, riders need to be aware that they are almost invisible to a driver approaching from behind and should therefore avoid riding in that direction for a few minutes until the sun has moved position.

Allow some space when passing parked cars. A door suddenly opening can be a hazard, so stay at least one metre away.

Choose a good route:

Avoid roads that are home to many vehicles travelling at high speed. The biggest mistake a person can make when they start riding is to take exactly the same routes as they do when driving. Try to choose bicycle friendly routes, such as Perth Bicycle Network routes, shared paths and quiet streets. These are all shown on the Department for Planning and Infrastructure's bike maps.

If the road you are on has a sealed shoulder in good repair then use it.

Be Prepared:

Use your eyes and ears. On a bike, your ability to see and hear what is going on around you is far greater than in a car. Glance to the side as you approach side streets and driveways. Listen for vehicles approaching.

Look for signs that a driver hasn't seen you e.g. they haven't slowed down or you can see that they haven't looked in your direction. Show particular caution when nearing a motorist who is intending to turn left across your path.

Have your hands on your brakes, ready to apply.

Freewheel, rather than pedal, and be ready to shift your weight backwards if you need to brake. This will help you stop quickly and you won't go over your handlebars.

This fact sheet is one of a series dealing with the use of bicycles for recreation and transport in Western Australia. The series looks at a range of cycling-related topics including ride routes, touring tips, maintenance, safety, road rules, insurance and product reviews. You can find more cycling fact sheets online at www.dpi.wa.gov.au/cycling

Cycling Unit
Department for Planning and Infrastructure
441 Murray Street, Perth WA 6000
Tel: (08) 9216 8000
Fax: (08) 9216 8497
Email: cycling@dpi.wa.gov.au

Lift out Rides Calendar Page for May / June 2008

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. Down-hills 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.

April 26 - May 31, 2008

National Parks Full Pannier Tour SE QLD - NE NSW

1500km Touring pace, HILLLLLLLY. Send good thoughts to the twenty plus CTA members who are enjoying themselves in Queensland as you read this. Wishing you were there.

Da Tour Leader: Kleber Claux

Sunday May 11 Southern Beaches

40kms (ish), Moderate. Join Jeremy as he tries to find his way from the Fremantle train station to a well-earned coffee. That doesn't sound too hard, does it? We may even find somewhere in Fremantle for more coffee after the ride!

Organiser: Jeremy

9493 2273

if you wish, but **if you would like dimsum, you must pre-book**. \$5/person, and let me know if you're vegetarian—other than that you'll have to trust me (I grew up in Hong Kong, believe me, I can find my way around a dimsum menu.) I'll collect your \$5.00 on the day (you trust me, I'll trust you).

Organiser: Deb

9418 1571

Saturday May 3

200 Km 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.

Organiser: Colin

9418 1571

Saturday May 17

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: Colin

9418 1571

Sunday May 25

Getting Down and Dirty on the Munda Biddi!

64kms Moderate (mountain bikes only!) Leaving from Jarrahdale at 8:30am (meeting at the general store at 8:15am) we will be heading to the Wungong campsite, along the Munda Biddi trail, then after a quick stop, we will be returning to Jarrahdale the way we went. As there are no shops along the way, people need to take enough food and water to last the distance. Just remember, it may only be 64kms, but 1 in the bush is worth 2 on the road!

Organiser: Rowena

9332 7535

Sunday May 4

Mandurah Flyer

40-140km, Moderate or more. Meet at Mandurah train station at 11:10. With the opening of the new Mandurah line comes many more possibilities for rides. Here is the first. The train leaves Perth at 10:16 and arrives in Mandurah at 11:06. We will meet at the train station and after a quick top up of coffee we will ride back to Perth and with a little bit of luck have a tail wind the whole way. If you didn't ride the 200km the day before (or maybe even if you did), you can always ride down as well, but leaving from the Murdoch train station at 8 o'clock. (Kleber will be in QLD, so he won't be on this one!)

Leader: Colin

9418 1571

Sunday May 18

Deb's Delightful Dimsum Dawdle

30-35km, Leisurely, some hills. Meet at 9am at the Fremantle train station, for a ride through the back streets of South-of-the-River suburbs, including Palmyra, Melville, Booragoon, Brentwood, and Leeming, to name a few. We'll avoid the bike paths, and take lots of twists and turns, so this will be a slow, stay-together group. We will pick up dimsum (Chinese finger food/brunch) at a restaurant in Leeming, and take it to Piney Lakes in Melville for a picnic, before riding back to the train station. Pack your own picnic

Saturday May 31-Monday June 2

Foundation Day 3 Day Tour

165km Three day tour. Either full pannier tour or towel and undies.

Day 1, 35km

Meet at Mandurah train station at 11:15 for a quick feed before we head off. How you get down to Mandurah is up to you but my recommendation is to catch the train, that's what I'll be doing anyway. After our lunch we will head off via back streets to Pinjarra for the night. Again your choice, either tenting it at the local camp ground or staying at the

Pinjarra Hotel/Motel. The camp ground is numbers of people. Dinner that night is up to you but I will be camping and camp cooking

Day 2, 60km

Yesterday was all flat but today makes up for it! You will need a good brekky because the first thing we do is climb *up* to Dwellingup for lunch. From there we head on through Nanga with more ups and downs until a final down hill to Lake Navarino bush camp 7 kms from Waroona. The accommodation at Lake Navarino is everything from tent, dormitory and quite lavish cabins. Dinner that night is either cook it yourself or book in to the restaurant.

Day 3, 70km

It's all down hill today. We start with a big down hill to Waroona before we make our way through back roads almost all the way back to Mandurah. The choice then is either back-track along a similar route as day 1, or 12km on the Mandurah-Pinjarra road. There is a good wide shoulder all the way—it is quite alright to ride along. Back in Mandurah we say our goodbyes and head off back home.

Leader: Colin

9418 1571 or 0409 104 428

Sunday June 1 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.

Sunday June 8 Tom's Northern Meander

8:45am for a 9:00am start at the Loftus Centre. Moderate, about 50-60km (unlikely to be more). We'll head north trying to keep to the ridges until I think we've gone far enough, and then we'll turn around and come back south via a different route. We won't go near the coast, but will go through some of the north eastern suburbs. For those of you who did my "Northern Highlights" ride a couple of years ago it'll be something a bit like that. With a bit of luck I'll persuade Leonie to do a pavlova (or similar) and meet us at a park. If not then we'll have some coffee somewhere.

Leader: Tom.

9444 4107

Sunday June 15 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: Colin

9418 1571

Sunday June 22 Eastern escapade.

55km moderate, and mostly flat 9am start at Charles Patterson Park, Burwood. I'm not exactly fed up with riding around the river but it's nice to have a change. We will be going up through Forrestfield on a portion of Holmes Rd known as "magnetic hill". This is actually an illusion and is well worth a look, as it is a quite different view of the city. The hill section is sharp but short, and we will be on level terrain through High Wycombe, Forrestfield, and Welshpool. We'll get a different view of the international airport. Coffee in a really nice spot before returning to Burswood.

Leader: Mal

9358 5257

Sunday June 29 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 one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Colin

9418 1571

Sunday July 6 What Shall we do with a Sober Sailor?

65-70km. Moderate-Brisk. Hilly. Meet at the Midland Railway Station at 8.15am for an 8.30am sail. A good training ride for next weeks 5,000 in 4 Achievement ride take 2. We'll take off from Midland and see just where we can end up, hopefully the weather will be nice to us, but you bet that we will find a coffee stop somewhere, and then we will drop back to our final destination in Midland.

Organiser: Mark Ewing

9417 1677

Sunday July 13 5,000 in 4 Achievement Ride Take 2

55km Moderately Hard, 8:30am for a 9:00am sharp start. Meet behind the BP

Service Station 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 (average 14km/h). Participants MUST BOOK at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Colin

9418 1571

Wednesday July 16 Social Night

7:00pm, Loftus Community Centre Loftus St, Leederville. Continuing the series on bike design, we will now look at the various components you can buy. How do the different group sets compare, and what quality are they made to? Is Tiagra better than Ultegra? What do you get for your money? What do you look for when doing a component / group set up-grade?

Contact: Noel

9378 3687

Sunday July 19-20 Christmas in July

Join us for the traditional Christmas in July week at the Icy Pool Camp site (about 13kms south of Dwellingup) for a weekend of festivities, fun and maybe a bit of cycling! There is lots to do at Icy Creek, with on road rides, mountain bike rides along part of, or all of the waterous loop or along the Munda Biddi trail. There are also other ways to entertain ourselves with bush walking on the Bibblumen track, or paddling a boat on the nearby river.

Organiser: Jeremy (& Sarah) 9493 2273

PLAN AHEAD

On Your Bike (OYB) 2008 Sat-Sun, October 11-19, 2008 CELEBRATE 20in08 TOUR

Yes, this is the big one. On Your Bike will be celebrating it's 20th birthday in 2008 as we retrace the route of the original South West Tour of '89. We will be riding through the best country that the South West has to offer, starting and finishing in Dardanup. We will be staying at Busselton, Nannup, Pemberton (with extra rest day), Manjimup, Bridgetown, Boyup Brook and Collie. Brochures will be sent to you in April.

Leader: Kleber

9354 7877

Nannup-Jarrahdale Sidings Trail

Yes! Another section of the Munda Biddi opening! Dean and I raced to Nannup to have a bash at the new Nannup to Jarahwood Sidings Trail.

The trail is based on the old rail formation. The Munda Biddi Foundation and the Nannup Shire have done a fabulous job removing the old sleepers and making new bridges, but good suspension on your bike will be appreciated. This section is very easy, and would make a good introductory ride.

Don't be expecting any cappuccinos at Jarrahdale. It is the site of the old mill, and there are just a few houses left.

Things get a lot more exciting when you turn onto the Timberline Trail on the return. There are several long sections of single track, and a few patches of sand to keep it interesting. You pass Sleeper Hower's Hut, which has been set up as a campsite. The Hut sleeps about eight, and there are tent sites nearby.

Further on, there are two beautiful pools, Barrabup and Workman's. There is road access and camping



opportunities at both, but Workman's Pool was much quieter, with amazing emerald water.

After 63 km, it was great to see the cafes of Nannup. You could do the loop without the Jarrahdale section, which would make it about 40. Alter-

natively, if single track is your thing, just doing the Timberline Trail both ways may be a good option.

Overall, a great new addition to off road cycling, especially for those who want more gentle options. Bring on the rest!

~Sarah

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.

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



Mal (centre) doesn't look particularly pleased as Mark (L) and Roy (R), show their appreciation of his (Mal's) support on the 160km Achievement Ride. Mark and Roy—I have a sneaking suspicion you learned that from Colin!

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

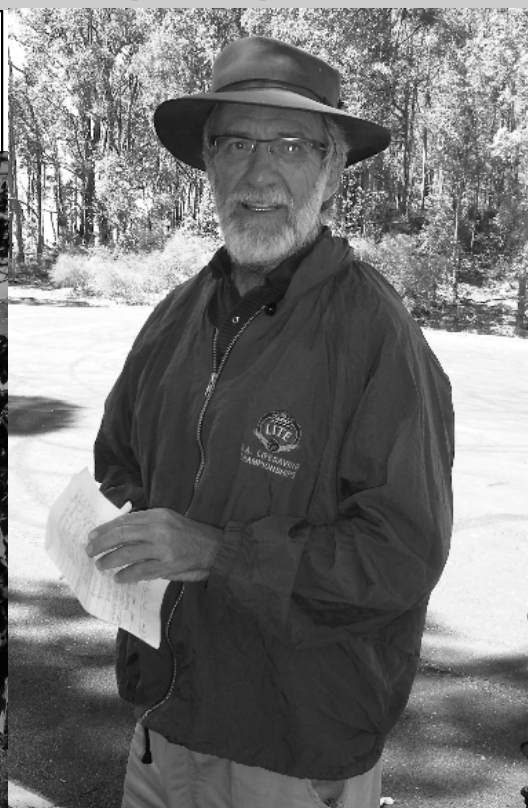
SBS (TV)
Sundays 11:30am—12:00noon

Mentioned In Dispatches (MID)

The Mentioned in Dispatches area is an opportunity to acknowledge members (and non members) for jobs or rides well done, reasons to celebrate, or other newsworthy tidbits. The editor welcomes photos and submissions at any time!



Easter in Manjimup was an absolute roaring success due almost totally to the efforts of David and Camilla Taylor (above). David led 3 excellent rides encompassing both sealed and unsealed roads (for those who like to get dirty) and few better hosts in the house than Camilla, particularly after she has been baking cakes all day! Thanks and well done for an outstanding long weekend.



CTA events such as the achievement series don't just happen. They are due to the efforts of keen members who are prepared to give up their time to offer support. Well done and thank you to Dave who did a great job of driving support for the 100km ride.



The purpose of the Achievement Ride Series is to offer a challenge for members to achieve Personal Bests (PB's). Well done goes to both Dean Craig and Andrew Sturman who both did PB's on the 100km ride. Dean's previous PB was 82kms and Andrew near on doubled his previous PB of 60kms.



Alice's first ride!

The Pres's daughter seems to be saying "There's a lot of preparation to this 'bike riding thing'—like the funny looking hat, the seat, and all the strapping up, and on, that Daddy does, but once you get going it's pretty cool. Dad does all the work, and I just ride on the back and look cute!"



It's not usual that someone makes it into Mentioned In Dispatches when they attempt an Achievement Ride and don't finish in the specified time. However, this is not a usual Mentioned In Dispatches. Ras didn't quite finish the 160km ride in time—he missed out by only 25 minutes, but the amazing part is that he only started riding in March of this year!!! During Bike Week he achieved a Personal Best of 60km on 4 Rides and a BBQ on March 9th. His next Personal Best was the 100km Achievement Ride on March 30th. Then, after having been riding for *only 2 months*, his new Personal Best is the 160km Achievement ride, and he near on did it in the time!

The photo doesn't show just how tired he looked when he got to the end or how justifiably proud of himself he was. Efforts like Ras' on the 160km are an inspiration to us all and in the best spirit of the Achievement series. Well done Ras!

CLIF BAR CHILLY HILLY (Feb 24th, 2008)

The Chilly Hilly is a ride sponsored by Clif Bar, and put on by the Cascade Bicycle Club in Seattle, where I lived before moving to Perth. It is an annual ride, considered to be the kickoff event for the cycling season, and 24 February, 2008 was it's 38th year. The description on Cascades' website (www.cascade.org) is "with Chilly February weather, and 2,675 feet of Hilly climbing, the name says it all!" (That's 815.34 metres).

February is still winter in the US, and this year, the low on Feb 24th was 41F (5C), and the high was 56F (13.3C), brrrrr. The riders meet at the ferry dock in Seattle, where a ferry departs every 50 minutes for Bainbridge Island, in the Puget Sound. Normally a car-ferry, I believe the first several ferries on the day of the Chilly Hilly are reserved for bicycles and riders. Pre-registered riders are assigned a ferry, on-the-day registrations take their chances. The 33 mile (52.8km) ride is a loop of Bainbridge island—which is so small the route has to zig zag in parts just to make the distance. It's not very high, but as you can see from the elevation map below, there are NO flat bits!

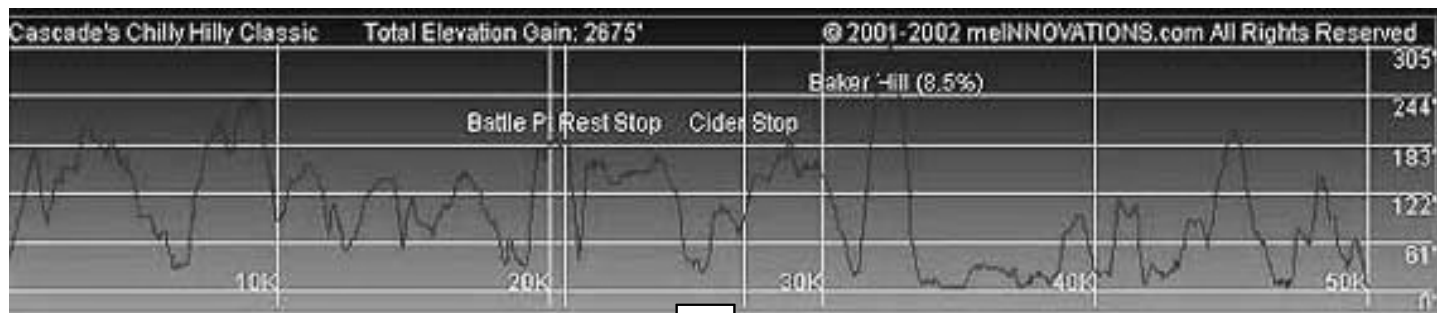


Now THAT'S what I call alot of bikes! This photo is from my friend Al in Seattle, who I used to ride the Chilly Hilly with. He took it on the ferry ride home after the ride.

Although the ride isn't as difficult as training!

our 5000 in 4 (a little over 1/2 the ele-

vation gain in about the same distance), it's done in frigid cold weather, a record, but close), from 17 US states after 35 minutes sitting on a cold ferry, and Canada. The oldest registered rider was 76, the youngest was 1 1/2.



WHAT IS THIS MAN DOING???



A couple of issues ago we ran a segment called "YOUR CAPTION HERE", but it was discontinued for lack of interesting photo's being submitted, as well as a scarcity of original caption submissions as well.

When Lance & Patricia sent me this photo, they suggested I "add a caption", and I decided it was worth resurrecting the topic for. The photo is of Colin, and when I showed it to him he

immediately came up with some cock & bull story about how he got dirt on his knicks and was using his mirror to see how bad it was. I think someone out there can do better than that!

Here's your chance—all submissions published in the next issue (editor reserves the right to withhold those that are too rude, crude and unprintable). The best caption (again, Editor's discretion) wins a pair of CTA socks.

CAMBODIA REPORT P.S.

Jude has had a few calls from readers who enjoyed her article on her recent Cambodian cycling trip. (Cambodia By Bike—March/April 2008 issue)

Hopefully, this will inspire some others to look at South East Asia as a destination.

Please note: the web address of Grasshopper Adventures has changed to <http://www.grasshopperadventures.com/>

PERTH INTEGRATED HEALTH CLINIC

Just a reminder, that the Perth Integrated Health Clinic (PIHC) has offered all CTA members a complimentary neuro-muscular or podiatry assessment at PIHC with either Danae or Jill. PIHC has offices in West Perth as well as at the Melville Aquatic Fitness Centre in Booragoon.

Call 9226-1239 to book your session with Jill or Danae: they presented at one of our Social Nights this year.

Bikewest



cycle instead



Department for Planning and Infrastructure
Government of Western Australia

www.dpi.wa.gov.au/cycling

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



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50km Achievement Ride Sunday, 24 Feb

Michael Antonio
Rob Boggs
Kleber Claux
Sarah Cutts
Karen Date
Devo
Mark Elliott
Lynn Harrison
Mal Harrison
Liz Marshall
Richard Marshall
Bruce McPherson
Doug Munyard
Roy Messom
Ian Pavey
Jeremy Savage
Irene Shaw
Dave Silk
Dave Stobie
Dave Van Zyl
Lance Whiteford
Patricia Whiteford
Ann Wilson

100km Achievement Ride Sunday, 30 March

(Well done to Dave Van Zyl for doing support)

Mike Antonio
Rob Boggs
Kleber Claux
Brad Cleary
Lisa Cleary
Dean Craig
Stuart Crombie
Karen Date
Mark Elliott
Robert Ghilarducci
Ras Gill
Grant Gregory
Don Griffin
Mal Harrison
Michael Hook
Sam Huf
David Lewis
Liz Marshall
Richard Marshall
Bruce McPherson
Roy Messom
Colin Pearce
Colin Prior
Perry Raison
Bruce Robinson
Jeremy Savage

Rowena Scott
Andrew Sturman
Ann Wilson

160km Achievement Ride Saturday, 12 April

(Many thanks to Mal Harrison for doing support)

Brad Cleary

Lisa Cleary
Mark Corbett
Mark Elliott
Michael Hook
Liz Marshall
Roy Messom
Colin Prior
Perry Raison
Jeremy Savage
Ann Wilson
Ras Gill (outside time limit)

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

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.

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

MEMBERSHIP DETAILS:

CTA membership is from January 1st to December 31st. New members joining after June 30th may pay the half year membership price (1/2 of the prices shown below. Membership forms can be downloaded from our website www.ctawa.asn.au.

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.

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

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

Current sizes in stock are listed below. Reorders have been placed for OYB, and some already received. We are keeping stock levels quite low, so don't miss out—if you need a size that isn't shown below, call Deb right away!



Short sleeved Coolmax tops in yellow with red stripes are \$95 each. Sizes currently in stock: mens S-XXXL, ladies size 10-16

LONG sleeved Coolmax tops in yellow with red stripes are \$110 each. Sizes currently in stock: mens L-XXL, ladies 10-16.

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 currently have 92 prs in stock!

"Take A Look" Mirrors (to your glasses), 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. Sizes in stock: short sleeve size 16-22, long sleeve size 12, 16-20.

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

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

