

# THE CHAIN LETTER

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

September / October 2008

Issue 202

## PRESIDENT'S REPORT

I'm not going to mention safety; I've been told that I've been harping on a bit much (thanks Leonie). For those that asked, the cyclists hit by the four wheel drive were not on one of our rides.

All the reports about Kleber's tour that I've heard have been highly complementary. I gather that this news letter is full of the details. So, who's going to arrange the next tour? We've got Noel's "Sustainable Cycle Tours" early 2009. How about New Zealand in 2010? (Editors's note—see the Plan Ahead section in the rides calendar for a 4 day tour in Albany)

"Xmas in July" was much enjoyed and "great fun", although numbers were down on what we'd hoped. Maybe it had something to do with the weather; I gather it was a bit cold.

By the time you read this "Muresk, here we come!" will have been and gone. With a bit of luck the weather will be getting warmer and drier. Remember, this has only been an average year for rain. Preparation for OYB will be going full tilt, so you won't see the OYB committee for the dust (maybe that should be mud).

WA Police will be holding a mass participation fund raising mountain bike

ride event for Camp Quality on Sunday 7th September 2008 (Father's Day).

Four ride options will be offered to cater for people of different cycling abilities. The event is not a race but the longer rides will require endurance that may appeal to competitive mountain bikers. The main focus is family groups wanting to have an active day out with "dad", and mountain bike enthusiasts.

There will be interesting destinations, entertainment, and refreshments available at the start / finish. If you're interested please see <http://www.police.wa.gov.au/>

"Audax Australia Perth Region" are now sending us their newsletter and Calendar. CTA members are invited to their "Annual Classic ride" on Saturday 25th October. This year there will be a 140km and 200km event starting from Bullsbrook through the Chittering Valley and along Julimar Road to Toodyay and return with vehicle support. See the Audax site <http://audax.org.au/> and go to the events calendar for details (search for "WA – October").

Remember, daylight saving starts on the Sunday 26<sup>th</sup> October (last Sunday in October) and ends on last 29<sup>th</sup> March 2009 (last Sunday in March). If you're

planning a ride over summer you may want to take this into account and not make it an hour earlier like we used to.

**A CTA website subcommittee** has been formed. This subcommittee will be re-designing, re-structuring, and possibly contracting out the Club's website. If you would like to join this subcommittee, please contact me asap.

I'll be in Canada and England for September and early October. Back just in time for OYB. I'll most likely not see you on the road before then unless you ride between UWA and Yokine around 8am. Look for a bike with a child trainer. Safe riding, and remember to ring that bell!

*Tom Hallam*

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### READER'S RESPONSE TO RING THAT BELL:

Dear Tom, I read with interest the letter from Jennifer and your reply in the Issue 201 of the Chain Letter. My husband and I are CTA members and ride our bikes on a regular basis. We mainly ride on dual use pathways. I have to agree with Jennifer, cyclists should always ring their bells. It doesn't have to be an aggressive ring, just a tinkle is enough to warn walkers that a cyclist is approaching. The bell can be heard from a distance and warn all walkers for quite a distance ahead. As a cyclist myself I sometimes feel intimidated by other cyclist, they approach at

speed and shout something unintelligible in one's right ear. It makes me jump as I didn't hear them approaching until they are right behind me. A bell can be heard at a greater distance, it is friendlier and polite. I also think that a speed limit needs to be applied to cyclists on dual use pathways. It is not a place for keeping up one's average. Cyclists should remember that walkers are sometimes hard of hearing, if they have children or dogs with them, these can be impulsive and unaware of the rules of dual use paths. Walkers should have right of way on all paths dual use or not and cyclists should not exert any authority over pedestrians.

Pamela

## CTA COMMITTEE

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

P.O. Box 174 Wembley 6913

CTA Email: info@ctawa.asn.au

Web Site: www.ctawa.asn.au



## NEW MEMBERS

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

Eileen Orchard

David Taylor

Eric Treloar

## WHAT IS BIKELY?

Bikely helps cyclists share knowledge of good bicycle routes. It can be quite tricky traversing a car dominated city by bicycle, particularly when you need to travel an unknown route to a new destination.

But the chances are someone has cycled that way before you. Bikely makes it easy for him or her to show you the best way.

Bikely is young and growing fast. But it still needs more people like you to submit your favourite bike paths. As we collect more and more routes, Bikely can become an incredibly useful resource for the cycling community! Membership is free, fast and easy. <http://www.bikely.com/> or check out: <http://www.bikely.com/maps/bike-path/East-Perth-Kings-Park-Loop>

## HOUSE KEEPING

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

## 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

### 2 person Macpac tent.

2 vestibules/entries, ground sheet VGC discounted to \$250 (\$750 new)

Contact: Lance 0409 905 995

**DEADLINES:** Contributions for the next issue (Sep/Oct) should be sent to the Editor no later than Thursday 14 August.

**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.

## 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**



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# QUEENSLAND TOUR



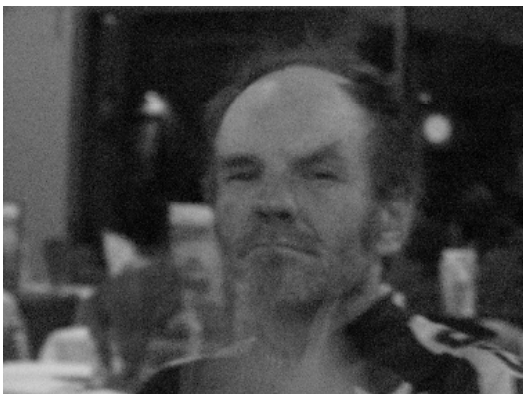
On Monday morning, before starting the Tour. Back row (left to right): Sue, Karen, Margaret, Jan, Mike, Lisa (quite obscured), David, Noel, Connie, Tony, Terry, Grant, John, Chris, Devo. Front row (left to right): Simon, Peter, Kleber, Dee, Brad

Since I (the editor) was on holiday in the US from mid June to mid July, I made a specific point of finishing the previous issue of the Chainletter **before** I left. Naturally, stories from the Queensland tour started hitting my email box the day after the July/August issue had gone to print! So here they all are, in the order I received, with photos from Simon (except Devo's head shot and the loaded ute).

\*\*\*\*\*

## FROM CHRIS:

Hi Deb, I went on the Kleber Tour and have this letter to you as the Newsletter Editor. Also attached is a head shot of the Devo, which I believe is a very rare thing. Regards cj



## THE KLEBER TOUR: NSW/QLD

As a resident of Carnarvon, I have almost no chance of participating in day trips and weekend cycles with the Club, so touring is my only option. Good thing we're a touring club. My inaugural trip was the Wandering Valleys last year and that inspired my joining the recently completed eastern states trip. What a great journey; well organised and led by The Kleber, a brilliant itinerary, sensational companions and perfect weather. Like most tours, it was an extravaganza of scenery and bakeries. In this case, also throw in some hefty hill climbs with their downhill rewards and poker machine subsidised eateries to replace lost kilojoules. The Kleber tells me he's retiring from further tour leading and I hope there are others in the wings to pick up the baton. If there isn't a written guiding manual on how to run these tours and what issues to consider in the process, an interview with The Kleber and the Plum Duff from the prior years' tours would be a worthwhile exercise to make a good start. Many thanks to Kleber

and helpers, and to all the participants who helped create a ripper trip.

~Chris

\*\*\*\*\*

## FROM PETER:

### BACK SEAT VIEW

#### Day 1 of Queensland National Parks Tour

It had been a short and sleepless night on Flight DJ645 from Perth, but it was to be a long day for Kleber, ferrying cyclists and bike boxes from Brisbane International Airport to Newmarket Gardens Caravan Park.

We 15 disembarked, yawning, at 5:40am, then dragged the boxes out to the taxi rank and loaded Kleber's hired dual cab to the hilt; so well stacked (three high) that it would take only one more load to shift all the bike boxes, but we would need three trips to take the riders. Mathematical Mike quickly worked out that we could get everyone to camp in two trips if four of us grabbed a taxi. It would also simplify navigation for Kleber – all he had to do was follow the taxi. A brilliantly efficient start to the tour!

Grant, Terry and Peter piled into the back seat of the taxi as Mike took 'control' in the front, map in hand. It's only 6:30am, the traffic's quiet and it's only half an hour to the caravan park - we're supremely confident.

Ten minutes later: "Hang on, isn't this the Gateway Bridge?" Mike's map confirms that the bridge is south-east of the airport; Newmarket is to the west.

It's time to talk to the young driver, who is religiously following the frequent and audible instructions of the satellite navigation aid mounted in front of him, with at least one fascinated passenger admiring the technology. Mike asserts (with murmurs of support from the back seat) "we should be going in the opposite direction." Driver shrugs his shoulders and replies in broken English, "We must go this way; all other roads are closed for the marathon," as he veers off the bridge at breakneck speed, still heading south-east, and the satellite navigation continues to bark its orders "turn left in 200 metres". Now we're in Cleveland Road, but at least heading towards Newmarket.

A glance over our shoulders reveals Kleber is losing ground. "Turn left", urges the sat/nav once more. Kleber is struggling to make the sharp down-

hill corners with his high load. We remind the taxi driver that the dual cab is trying to follow us. "What's that road we just crossed?" Now we're heading south west (at right angles to the direction we want to take) - the early morning sun is a good navigation aid.

Time for a new strategy - let's try to build some sort of relationship with the driver (Abdul), who doesn't display a particular knowledge of Brisbane roads, so he clings to the support of the sat/nav. *(We later found the Brisbane Marathon was six days earlier - maybe he just entered the wrong date in the machine)*

Another half an hour passes - we're off the edge of the map, but it's pretty obvious that the City is now north of us and we're definitely on the wrong side of the river. Perhaps we'll cross it soon. By now the tourists' goodwill is wearing thin and we're becoming irritable. Around another corner we screech; the dual cab heels violently to starboard.

All of a sudden the driver reaches forward and the meter stops on \$70.50. We haven't arrived - maybe the driver senses he's pushed his luck far enough and realises his customer resistance is getting serious.

"Hey, that's Kelvin Grove Road; didn't we come through this intersection 10 minutes ago?" The driver's ears are really burning now as we discuss his fate among ourselves.

Now we're in Ashgrove Avenue - that's where the park is - a glimmer of hope. Yes, here it is, we've arrived at last, 90 minutes after we left the airport.

An exasperated Mike suggests we stay in the back seat while he calls the cab company. A haggard Kleber staggers out of the dual cab, but the bikes are all still up there on the back. The cab company advises that the fare to Newmarket should be around \$44, which we pay the driver, some of us grumbling that he's damn lucky to get anything. What a sense of relief to be here! .... "Now let's unpack those bikes."

Eight hours later Kleber returned the dual cab to the airport for the last time, and happily cycled back to the caravan park - the short way.

Meanwhile, at the caravan park, we find it is a busy place (just like most capital city caravan parks, there is not enough of them) and the group has been placed in a small area near the back fence, some distance from the toilet block, but at least near a covered kitchen/ BBQ area. Some have to wait a couple of hours before they can set up their tents because other travellers have still not left their allocated site. So in the mid-morning heat, we put our bikes back together, and fortunately all the bikes are still intact bar a scratch or two. It is not long before some venture onto the narrow Brisbane roads to buy some fuel for the stoves at a camping shop found by Brad and Lisa. Cars passing close by showed us that to cycle safely in Brisbane, we needed to find where the cycle paths were located. Fortunately Kleber had organised the local cycle touring club to guide us on a tour of Brisbane the next day.

The moral of this story: It is risky to place absolute trust in your taxi driver.

~Peter



Lisa, Brad and Co. In the ute, with bike boxes loaded.



FROM DEVO:

**DA KLEBER TOUR** (April - May 2008)

The ones that did it: Kleber, Brad & Lisa, Chris, Dee, Grant, Jan & Margaret, John, (Councillor) Mike, Karen, Simon, Sue, Tony, Noel & Connie, Peter, Terry, David, Devo, mishaps and mp's (mechanical problems).

Well, after many months of Kleber planning, it finally happened; da Kleber Tour was here! Gosh, better hurry up and start packing.. Oh no! my pedals won't come off. Kleber came to help with a steel pipe; problem sorted. A detailed diagram of a fully loaded bike available from previous social nights helped a bit, Colin Pierce and Kleber's talk helped too; satirising and patronising from the 'Chief' did not help, although the tour was a little quiet without you; and a brevet 5,000 in 4 'fully loaded' helped a lot.

At the airport, don't leave anything unattended, every 30 minutes we are reminded of this, security patrols do their rounds "I had to dash to the loo, officer, those bike boxes are not bombs" airports are based on fear and paranoia. Most of the group departed near the midnight flight; but before we could go, two or three airport heavies wanted to check our cooking gear – more fear. "I need to smell this, you need to wash that" can we relax a bit and have a cuppa with Stan?

Dozing a bit on the plane, we didn't get much sleep eventually arriving at Brisbane airport, hmm...where do we go from here? Kleber hired a Thrifty ute and we piled the bike boxes to the hilt and tied with a bit of rope; all of us couldn't fit in the ute, some had to go in the taxi to the caravan park. Where is it? We'll follow the taxi, the driver didn't know where to go and took us a long long way, halfway to Sydney! This is crazy, the bike boxes sitting precariously by a length of rope. Like a jigsaw puzzle, we found the caravan park as Tony had arrived a day earlier from his New Zealand tour.

The Brisbane cycle touring rep took us on an all day city tour, Brisbane is a bit hilly and much busier than Perth; some interesting architecture, man-made beaches, busways and cycle paths; Dee had a tumble at the coffee stop



Glasshouse Mountain

and Grant had two mp's 200metres apart. It was a long day.

Our first day of the tour was bright and happy, ready to go anywhere; (lost Noel at South Brisbane station;) what about Springbrook National Park via Robina? Is it far? Only about 28km; oops, forgot to mention 20km of UP! This is crazy, narrow winding uphill it is reported the Olympic cyclists train on this route, we were fully loaded; what's the rest of the tour going to be like? Buckets of sweat!!

Settling in at our first camp, it was getting dark, where is Simon? Kleber went to search and rescue before the night freezes over; kudos for da tour leader.

**Springbrook Nat. Park to Murwillumbah (about 60km)**

Not as steep as yesterday, descents a bit scary, sharp turns, feather the brakes. Cattle grid at the Qld-NSW border. Jan said his 'Bike Friday' can go faster than 70km/hr, I couldn't understand that; my bikes don't go that fast, how can a 'Bike Friday' do that? Another nice day into camp, no cyclists lost today. We had time to do a bit of sightseeing, most went to the RSL for tea, Jan, Margaret and I cooked in; there was a rumble at the office with an aggro local. Margaret tip-toed closer to find out what all the fuss was about; not a good idea, Margaret.

Sometimes caravan parks are not the best places to camp; (remember Lucky's caravan park, Mandurah?).

**Murwillumbah to Mt Warning Nat Park – only 15km?**

Easy ride, escape the town traffic, most of the group had morning coffee at Uki (rhymes with "Where the trees meet the sky"); beautiful campsite, the mob arrived by lunch time; John didn't know where our campsite was, rode past it, 3km of hard yakka up to Mt Warning car park, dead end, rode 3km back to our campsite, a pair of tired legs and wasted energy. Some of us trekked the BIG mountain; 4km up, 4km down. A big challenge for us; hard work! Headache, too much walking, concentrating, bed; early night. Mt Warning gets the first rays of light.

**Mt Warning Nat Park to Kyogle – about 60km**

Legs were sore, early goodbyes from Brad & Lisa as they wanted to spend a coupla days at the Gold Coast and we'll catch them later, we depart early and half way to Kyogle the roads kick up; round here, around there, most of the group detour at Nimbin (that hippie place) for lunch; Cawongla to Kyogle was a struggle; rest tomorrow. Pray for the rest day. Peter Eck...cycled into camp late; too much exploring.

**Rest day – Kyogle**

Did not cycle, legs still tired. I didn't



The road to Paradise Valley

want to spend \$150 for a taxi to Nimbin and back, so Chris hired a ute, along with Dee and I, we visited Nimbin had lunch, drove to Lismore and drove back to Kyogle. Dee can hardly walk.

#### **Kyogle to Grady's Creek / Paradise Valley - around 40km**

Some started early as I asked Peter: "Where are we staying tonight?" He enthusiastically replied: "Paradise." Sounds great! As we meander Lyons Road with advice from the locals we encounter 2 cattle grids and a watery causeway we are in "Paradise". Limited water, limited facilities, a few caravans and some big tents are here before us as we make the best of what we got. It felt a bit surreal as we heard the trains close to us perform a loop along the line; I started a campfire 3 metres from my tent and all cyclists shared my campfire. Poor Devo, didn't get much sleep, watching the fire and

extinguishing it before leaving "Paradise".

#### **Paradise Valley to Beaudesert around 70km**

Departing Paradise, causeway and the cattle grids, it was straight uphill; big hills today, many of us went walkies. I hid behind Kleber approaching Rathdowney for a long morning tea; (Tony and his group did a sneaky shortcut arriving at camp before the morning tea mob.) I got a head start from Kleber knowing he would catch me later; at Josephville, 14km on Mt Lindesay Hwy, da tour leader passed me like a diesel train. Mike and Grant chugging away like steam trains trying to keep up. Cycling to the caravan park, it was fully booked and we shared the overflow area (a bit of grass, hard ground, horse droppings overlapping with showground).

#### **Beaudesert to Nerang/Advancetown**

#### **around 74km.**

The showground had another day of dressage, so we got on our horses and neighed away to Neeerang; sorry, no tent grass here, never fear, we have maps, we have mobiles, we talk to the locals, we'll go to Advancetown! Where the heck is Advancetown? A long way from Beaudesert and only 8km SW of Nerang. Everyone wanted to do a big hilly day in anticipation of the big downhill; so off they go to Tambourine, North Tambourine and Mt Tambourine, doing what the CTA does – loading their panniers. I was the only one to cut across and go via Canungra for morning tea. I stop, look at the map, ask locals, (where are they?) this way, no, that way, oops, very confusing and finally get to Advancetown. Lush grass, swimming pool.

#### **Advancetown to Kingscliff around 42km**

Going to the coast was going to be hazardous with traffic, so it was best to stick together as a group. This worked well until we reached Mudgeeraba. The leaders became confused, discussing this way, that way and there was a breakaway; Noel knew where to go, via Robina (remember that place?). the big and small group met up again nearing Kingscliff. The caravan park is right on the beach facing the Pacific Ocean, Brad & Lisa are waiting for us. Margaret wanted a dip and salt air. I rode 60km today. Lisa haggled the manager down to \$11.50 per cyclist; on ya Lisa!

#### **Kingscliff to Byron Bay around 60km.**

Early wake up, a coupla locals check us out as we go. We split into smaller groups; I rode with Brad & Lisa as they tend to leave early and ride around my pace. We stopped at Mooball, an interesting little town, not on the map, painted like a cow; hooroo from Moo, they said. Riding on the Pacific H'wy was great; it's not advisable for kids, for experienced cyclists only!! Be alert, lots of traffic. Arriving at Belongill's Caravan Park in 3 hours; quite good speeds fully loaded. Pray for the rest day, take Tiger 109 to the bike shop for a check up.

I was hoping to sleep-in but Jan said to wake up early for a surprise birthday brekkie for Margaret in the town centre.

*Cont'd on page 9*

# Lift out Rides Calendar Page for September/ October 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.

### Sunday August 31

#### Cycling, coffee and cake with Mark!

60kms, Moderate to brisk. Meet at the Fremantle train station at 8:45 for a 9:00 start. Yes folks, that's right: 2 rides, 1 day, your choice! Join Mark for a 'quickish' blast up the coast, and then back down again, stopping for coffee just out of Fremantle, before heading off for some more fun.

Organiser: Mark

9417 1677

### Sunday September 7

#### Eco Ride (by Stan, shown below)

40km, Leisurely, 9.00am start at Loftus Community Centre. This day we will be going towards Perry Lakes and visiting the surrounding districts to Lake Claremont and back to the Centre. Depending on the weather is how far we will go, however at this time of year everything will be green and lush. Brunch will be somewhere (so bring loose change, it helps).

Leader: Stan

9345 3552

### Sunday September 14

#### Meet Your Fellow On Your Bikers

50km Moderate. Meet at 8:45am for a 9:00am start at Point Walter. This is an opportunity to ride with some of your fellow tourers on this year's 'On Your Bike' tour. You are warmly invited to join the group for a mystery ride stopping along the way at a secret eatery for some delicious treats.

Leader: Kleber

9354 7877

### Wednesday September 17

#### National Parks Tour Slide Night

7:00pm for a 7:30pm start at the Loftus Community Centre, Loftus St, Leederville (in between the new Library, and the Gym). Tonight we will show The Best of

the Best slides from the tour. From the hundreds of photos taken we have each picked out our individual best shots. From these we then chose the selection you will see tonight, that best tell the story of the tour. Come socialise, enjoy good company, and a light supper.

Organiser: Noel

9378 3687

### Sunday September 21

#### Cruising Coastally Northwards to Coffee

50km approx, Leisurely. Starting from West Leederville Train Station (northern side) at 9:15 for a 9:30 departure. Riding from West Leederville to City Beach and then following the coastal path all the way north to Burns Beach. Return trip will be heading inland to Currabine Train station and either boarding the train or (for those who still have energy to burn and want to clock extra kilometres), cycle home along the Freeway cycle track. Hopefully the sun will be out, the sea will be blue and there will be coffee and cake somewhere along the way.

Leader: Jude 9328 9952 or 0422 654 244

### Sunday September 21

#### Trek the Trail (non CTA event)

Walk / cycle from Mundaring (Sculpture Park) to Mundaring Weir, about 7kms through beautiful, scenic bush land. [www.trekthetrail.com.au](http://www.trekthetrail.com.au) or the [Shire of Mundaring's website](http://Shire of Mundaring's website).

### Sunday September 28

#### Double Trouble / Fun for Everyone

35-40km Leisurely-Moderate OR

55-65km Moderate-Brisk

Both starting from Fremantle Railway Station at 8:30am, and hopefully meeting for coffee at the same place at the END. The

slower ride, goes East through Leeming, before circling Piney Lakes and heading west back to the E Shed Markets in Freo. The faster ride will head east the same way, but do a longer loop taking in the Canning River and Roe Highway Bike path before meeting up with the others at the E Shed.

Leader: (faster) Colin

9418 1571

or

0409 104 428

Leader (slower): Deb

0421 697 453

### Sunday October 5

#### 100 km Achievement Ride Take 2

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

Organiser: Colin

9418 1571

### On Your Bike (OYB) 2008

#### Sat-Sun, October 11-19, 2008

#### CELEBRATE 20in08 TOUR

Congratulations to all that have made it on the tour. You can look forward to nine days of cycling through some of the most beautiful country in Western Australia, as you help celebrate 20 years of ON Your Bike WA. You will be retracing the route of the original South West Tour of '89.

Leader: Kleber

9354 7877

### Sunday October 12

#### Lets Make It Up On The Day!

Just because we are not swanning around the South West, doesn't mean that we

should not make our own fun. So lets meet at the Esplanade Train station, at 9:00am and come up with whatever we feel like on the day. If we feel like coffee in Mandurah, or Midland, or even Joondalup, then lets do it. Hey, we might even go for a ride (on our bikes) somewhere!

Leader: Jeremy 9493 2237,  
0412 886 612

### **Sunday October 19**

#### **Leaderless Ride**

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

### **Sunday October 26**

#### **10,000 in 8 Achievement Ride 1**

110km Hard, 9:00am for a 9:30am 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 November 2**

#### **Have You Seen The Size Of That Bakery???**

60kms (lots more if you want to join me!) Moderate. Meet at the Mandurah Train Station by 9:10am (catch the train from the City underground @ 8:00am!) for a ride to the new and really flash bakery at Pinjarra via some really nice and quiet back roads, and then return to Mandurah by a slightly different route. THEN if you are like me and either over ate at the bakery, or don't want to fork out more money for the return train fair, we can ride back towards Perth as far as we feel like on more quiet back roads and cycle paths.

Leader: Jeremy 9493 2237,

0412 886 612

### **WEDNESDAY November 5**

#### **The Return Of The Evening Ride & Open CTA meeting!!!!**

Meet at the car park to the south west of the Narrows bridge at 6:00pm for a short and social ride around the river, to welcome (or not!) the return of day light savings. This is a perfect ride for new members and friends and family, as the distance will be short, the pace will be leisurely, but the times will be fun. Join us AFTER the ride at Dome Cafe, Mends St, South Perth, at 7:15pm for an open CTA committee meeting, which will begin promptly at 7:30pm. We welcome members' input.

Organiser: Jeremy 9493 2237,  
0412 886 612

### **Sunday November 9**

#### **A Fool for Welshpool**

45-55km, led at the bottom end of moderate. Meet at Welshpool station at 08:00am for an 08:30am start, heading straight up and up and up Welshpool Rd, taking in the sights on the way. Never fear, there is a servo half way up if you need a sugar rush to help you up the rest of the way. If you're keen and like a challenge, there is another option that half will take: Crystal Brook Rd, meeting the rest at the servo,. Then we all head into Kalamunda via Canning Rd for cake followed by coffee. After all the effort, it's nothing but down hill and strolling flats all the way back to Welshpool.

Leaders: Erica 9470 3135  
Mark 9417 1677

## **PLAN AHEAD**

### **Friday to Monday, January 2-5 Albany Weekend**

Take some extra time off after Christmas/New Year and join us in Albany for a 4 day cycling getaway.

**Friday, Winery Wander:** Up to 50kms, depending on how many wineries you decide to visit, and how early you arrive.

**Saturday AM, Hilltop Heritage Ride:** 30kms, around Albany, taking in the spectacular lookouts from the top of Mt Melville and Mt Clarence and some of the history of WA's first settlement, including the Brig Amity Replica, the Old Gaol, the Forts and the Old Farm Strawberry Hill.

**Saturday PM, a very Bailey Progressive Dinner:** 35km. A CTA progressive dinner in an area never before traversed. We will enjoy a 4-course culinary delight while riding from one Bailey house to another.

**Sunday, Torndirrup Sight Seeing Ride:** Up to 70km if every detour is explored. This is an all day ride through the Torndirrup National Park to Whale World (lunch & tour). Options include the Albany Wind Farm, the Gap and Natural Bridge, the Blow Holes, and the Salmon Holes.

Accommodation is in chalets, each with 2 bedrooms (1 dbl bed+4 snl bunks). Cost is approx. \$35-40/person/night (based on 5-6 people/chalet). The Progressive Dinner incurs an additional cost of \$30/person. Bookings essential as numbers are strictly limited. A deposit of \$60 is required when booking, full payment required by AGM.

Organiser: Terry 9472 9887

# **Bikewest**



## **cycle instead**



Department of Planning and Infrastructure  
Government of Western Australia

[www.dpi.wa.gov.au/cycling](http://www.dpi.wa.gov.au/cycling)



A photo from Lance & Patricia, from the Icy Creek weekend. They said "we now know why it is called Icy Creek Brrrrrrrrrrrrr."



Queensland Tour, cont'd from page 6.

So I wake up early, need to boil water for my first coffee and my Trangia is GONE!! I left it in the camp kitchen; it went walkies and was never found, bastards. I do the long walk into town, sing Happy Birthdays, browse the camping shop and check on Tiger. The boss of Byron Cycles says: "Bad luck, Devo, but you're in luck. I have a Trangia down here in the cupboard somewhere, sitting here for a few years and you can have it cheap." Beautiful! Feeling much better, I cycle to the lighthouse – great view, a bit of laundry and give 109 a bit of TLC.

### Byron Bay to Casino about 65km (oh dear)

After a briefing from da tour leader, we all trickled out of the caravan park. Brad & Lisa wanted to go riding in the hills ('the torture never stops' 106km) and I wanted to ride the H'way. I had 2 mp's and a tyre change to Casino via Lismore, rode 103km clocking in last at 4pm to camp and lost over 2 hours off the bike.

### Casino to Tambulam 55km (sorry) Drake

The Casino Motorhome Village has a very good camp kitchen, but we had to keep going; Chris, John and I were riding in close proximity. We had a late lunch at Tambulam and we had to ride an extra 20km to Drake because there might be trouble from the locals. Riding out of Tambulam was a tricky 1 lane bridge to cross and I knew Grant with the narrowest tyres would get tangled in the grooves. After 20km of hard yakka we arrive at the tiny tiny town of Drake; (has it's own Centrelink office). How many people live here, ten?, twenty? We camp behind the hotel for the night; cheap camp fee I think I was the only one to cook in. A few drunks at the pub that night, cursing and carrying on; thanks Sue for the leftovers. It has been a bit strenuous today, lots of hills, tired legs and sore bots. Distance between 78 – 81km. Shorter day tomorrow but the locals say it's hilly and Tenterfield is cold; oh gawd...

### Drake to Tenterfield about 50km

Brad & Lisa set off at 7:25am and Kleber 10 minutes later, fully loaded, of course. Noel had a spontaneous brainy idea; he checked if it would work – and it did! We paid to have some of our gear transported to Ten-

terfield for a \$5 fee; you beauty! Less weight on our bikes means we could climb those 78 corners (mostly uphill) and be in the next town before lunchtime. Good one, Noel. Kleber had an mp 11km out of Tenterfield; bad luck, mate. Brad & Lisa were cross at us because most of us rode light; it's a cycle tour, not a torture slog. Tony, Simon, Karen and Sue also rode fully loaded. Tenterfield shares similarities with a German town. If I were to believe the locals about 'cold' Tenterfield, I did share a cabin with Dee and Chris as it did rain a bit.

### Tenterfield to Girraween (18)? or Stanthorpe (31)?

Foggy foggy morning for the tenters. Brad & Lisa set the pace again and I hurriedly tried to catch them. Most of our group camped at Girraween and the rest of us went ahead to create a rest day at Stanthorpe. Dee, Chris, Connie hired cabins; the ground for tents was hard but they had the best loo facilities of the tour. I heard that Noel started a campfire at Girraween but it didn't last long. There was a big hail storm that caught some straggling into town from Girraween; I haven't seen a hail storm for a long time. Karen had a little mishap climbing/walking on a huge slippery granite rock. Tony says bicycle cleats on wet granite are dangerous.

### Stanthorpe to Warwick about 60km.

Did the usual thing, foggy morning, couldn't see 10 metres in front. Brad & Lisa took off early again and I pushed non-stop to catch them. Simon mentioned at the briefing that there was an alternative route 11km of gravel.

David, with his BoB likes to go fast, came acroppa, went to hospital, had a cabin for the night and that was the end of his tour; I hope his knee is better now.

On the New England H'way, Lisa had a spill from yesterday's hail storm, in which the road's rumble strips aggravated her fall. Brad had an mp and I arrived at Warwick in 2 hours 20! It rained again last night.

### Warwick to Aratula 68km -(sorry) - Gatton (near Toowoomba) about 101km

Said goodbye to David (19 cyclists left). Very early start, couldn't see beyond 10 metres until the Sun lifted the fog. Kleber scratched Aratula out of the itinerary because the town folk didn't recommend it for bicycles as the Cunningham H'way was full of big trucks, so we did the extra mileage to Gatton showgrounds; basic facilities, hard ground – quite ordinary. My average for the day was 21km/h; I cycled into camp by 1:15pm, Kleber arrived 1 hour earlier.

### Gatton to Brisbane (via Rosewood) about 50km (average: 20km/h)

Struggle out of sleeping bag at 5am, Brad, Lisa and I left showgrounds by 7am, cycle extra km's to avoid H'way (big trucks, remember?), up and down the countryside, we catch the train at Rosewood. Train to Ipswich, change to city and finally ride in the hustle and bustle city life back to Newmarket Gardens caravan park one day ahead of schedule. The rest of the troops had to wait an extra hour for the next train because they just missed the last one.



A cold & misty start at Drake

We arrived at 11:45am, the others arrived at 2pm.

We had a congratulatory/farewell dinner; Simon and Kleber doing a rendition of "I Did It My Way" singalong; soon it was time for the 3 weeklers to depart.

I didn't take notes on the Queensland tour as I ran out of scribble and the touring routine was taking its toll but I do remember a few things about the next stage. Because we visited many towns, the precise information may be a little hickletty pickletty.

We all helped da tour leader on this tour so that Kleber didn't have the burden of doing everything. Many riders did a lot and commendations to them; da tour leader thanked them for their help, very much appreciated.

The Caboolture camp was noisy, all day all night, close to an arterial road, bridge works happening.

I think it was in Landsborough camp, I was muckin' about with John, stopped when he said: "I could do you some damage, Devo."

Noosa Heads was a big disappointment. It rained almost all the time we were there; wet and sand everywhere, inside and out.

Gympie was the worst town to cycle; BIG down, BIG Up to the "Rattler Train station. Every street is like that; John was crunching gears and cursing a bit much, Chris had to cycle away from him.

Don't always believe the locals because they could be wrong; maybe lost the plot.

Karen had a birthday at Mapleton. We sang a bit after the morning briefing.

Best camp of the tour was Witta District sports ground; some of the riders missed out.

Chris had the cheapest dinner at one of the RSL's; only \$1:50!! CHEAP!

On his solo New Zealand tour, some kiwi yobs put the heebie jeebees on Tony.

It rains hard in Brisbane; at base camp there are notes everywhere stating: "Brisbane is in a drought, please conserve water."

Terry had a scare near Beerburum. Terry had trouble packing his tent for his return to Perth because the Brisbane rain was watching him.

It was a nice treat to meet Kleber's sister, Moira.

The end of tour dinner at The Italian Club, the new manageress put the brakes on me: "This is a buffet, not an 'all that you can eat', young man." The \$25 disappointment.

I didn't see ANY cyclists when we were doing the hard yakkas; the only exception being an occasional local athlete doing a training ride. When we were on the coast, eg Coolum, there were plenty of cyclists!

Grant had the wettest tent fly; he was hanging it out everywhere. If we stopped, he would hang it out to dry a bit more.

I don't like talking to strangers; they ask the silliest questions like: "Did you cycle all the way from WA?...YOU CHEATED! a non-cycling lass exclaimed. YEAH... I cycleglided all the way to Brisbane!

The tour cost me around \$3 000--easy! We had to pay every day along the way.

I rented a cabin at Esk (the last town before Rosewood – Brisbane); dried my tent not to be used until I get back to Perth and wash it. Watched a stage of Giro d'Italia; the 'hardliners' eyed me suspiciously. It rained all night all day.

I preferred the strategy of departing early, racing from town to town allowing for mp's and mishaps, put the tent up, collect a town souvenir, cook dinner before the others and retire to night's sleep (I don't sleep well when away from home). Only Brad understood this.

I didn't find a single souvenir at Kenilworth; not even the local town map.

Near the end of the NSW tour, Connie got a tummy bug and had to finish the tour. I think Noel accompanied her back to Perth and returned when we were at Gympie. Simon waited for Noel's train late that night and escorted him safely.

Steve Blackbourne happened to be in Gympie. Dropped by for a short G'day and was shocked to see me: "Still alive, Devo?"



Karen, at the top of the climb to Witta

When the tour ended, I rented a caravan for a week's rest. Visited The Big Issue office, Brisbane. Played a bit of soccer with the red caps and packed the boxes; they barely survived. The baggage handlers gave them a beating.

Sorry everyone for the clicketty clanks noise. I've been told that I tend to sigh a lot, especially in the mornings.

Da Kleber Tour was hard work. Everyday we cursed the hills, but we got up them our own way. Our fitness is better, lost the most weight and the leg muscles are stronger. With the benefit of hindsight, the tour was a success; it was flexible, well planned, the camaraderie and assistance made it a winner.

Kudos for **Kleber**.

~Devo.



At the border, on the Lion's Road

## PAUL'S VIEW RE LOBBYING

I recently wrote to the State and Local Government bodies associated with the Port Coogee development that begun about 18 months ago. Since then the State Shared Coastal Path, has all but closed from South Beach to the Coogee Beach cafe. We as cyclists are part of this most vulnerable group of road users, which in this case also includes pedestrians.

Developments such as these last years. By the time they are complete, the amenity once enjoyed for decades has become a distant memory. This is often lost permanently with the re-routing. In the case of Port Coogee that will almost certainly be the case as the developers intent is to route the path through the residential streets and business area instead of the coastal strip.

I'm sure many CTA riders will remember the amenity of this strip, passing through the dunes, with direct access to the beaches and views over Cockburn Sound. Even the Robb Jetty and O'Connor sculptures are no longer accessible!

This isn't a one off. As many will recall a similar long period of disruption for us occurred when Fremantle Port Authority re-routed the railway at Tyde-

man Road. I'm also convinced you have other such examples close to your homes.

My concern is that State and Local Government now think it is acceptable to disrupt, and more often than not completely remove amenities once enjoyed by the existing community. Development is always good! Developers and new investors, be they business or new occupants, must be given precedence over the existing community and users. In that scenario, when existing users and community complain they are considered trouble makers, old fashioned, anti change, in other words 'the opposition'.

Although CTAWA hasn't had a formal role as a lobbyist for Cycle Touring in WA, I think we all need to reflect on whether we should all be more proactive in standing up for ourselves and our past time. In our case we don't just lose amenity, although I think that is critical, more often than not, the interim treatment we endure during development usually is very inconvenient, and often riskier. The latter shows a high degree of inconsiderateness, for a more vulnerable group, by the government bodies that oversee these developments and also the developers.

~Paul

## Mentioned In Dispatches (MID)

Just one this issue—pictured below is Kylie, from Deb's RPM class, who did her longest ride (to date) on Deb & Colin's "RPM'ers Meet The Road". Fellow RPM'ers Tin-Tin and Terese were also there, along with several CTA regulars.



# FROM TONY & LUCIA

## 1ST DISPATCH (from not so sunny Brighton):

Finally we have got to an internet café. There aren't that many in France. If you need to contact us our mobile number is +372 596 00374. Here is a summary of where we have been to date.

We started our holiday with 6 days in Cornwall with Tony's sister Jenny. The weather was okay and we had a good time, as it was spring and picturesque. 6.6.08 we caught the midnight ferry from Plymouth to Roscoff and spent Saturday cycling south to Chateaulin. The next 6 days we spent slowly meandering along the Nantes Brest Canal. In the end we did 350kms of meandering along the tow path which was generally excellent for cycling. The tow path was lush and green and the route was beautiful, filled with birdsong and butterflies.

One week later we arrived in Nort Sur Erdre- the last lock on the canal. We then headed cross country back with the traffic to just outside Ancenis. From there we have picked up the Loire-Velo cycle path that now meanders eastward to Nevers. We have to be back in the UK around the middle of July to attend a family wedding after which we will recommence our cycling.

### Highlights of the trip have included:

Friendliness of the French people  
Patisseries  
Cycle-friendly drivers  
Supermarches - supermarkets  
Plat Du Jours (meal of the day at restaurants)  
Good campsites  
Fair weather

### Things we need to get used to:

Carrying toilet paper where ever we go  
Shops and rest. (Shutting for 2 hours 12.30-2.30pm)  
Euro coinage

As internet cafe access is infrequent; please feel free to text us as above.

## 2ND DISPATCH (Bonjour from Sunny France:

Well here we are in not so sunny Brighton having spent the last few days in Cheltenham attending Tony's niece's wedding. It all went without a hitch (apart from the bride who got hitched), we were not rained out and five days off

the bikes was a nice little break.

But as we type this at an internet cafe in Brighton, we are getting ready to ride again. This afternoon we will take the train to Newhaven to pick up our bikes from storage and catch the midnite ferry to Dieppe.

Since we last contacted you all we spent a generally sunny three weeks pedalling slowly east following the Loire. Our route was: Saumur - most expensive campsite and hungriest mozzies. We also managed to leave our mobile phone there for the day and had to go back and get it; Chinon - a lovely town with a great supermarket that Tony had trouble dragging Lucia out of; Amboise - wonderful cycling, hot sun and good campsite that was mozzie free; Beaugency - more beautiful cycling and other spectacular sights including the odd nuclear power station; Orleans - just passed through here on our way to Jargeau but came back later for a night in a hotel there; Gien - a couple of nights here this was the point where we started to get lazier. Chatillon s Loire - a lovely quiet campsite on the side of the Loiret canal that had even hungrier mozzies than Saumur, the bloodthirsty swines.... After this point on the journey, we then spent two days meandering back to Orleans where we spent a night in a comfortable hotel (the first on our trip). The next day we caught a train to Rouen via Paris. Now don't be fooled into thinking the French train system is set up for cyclists any better than any other country. Getting our bikes on and off the train was every bit as farcical as it would be in Britain or Australia. Bumbling railway staff were even less sure as to where to put the bikes on the train as we were. When it came to getting the bikes OFF the train afterwards, things got even more strange. The carriage containing our trusty steeds managed to overshoot the platform, much to the panic of your fearless heroes, and much to the indifference of the French railway staff, who by now were enjoying a quiet plat du jour...The only option was for us to wheel our bikes through various carriages so as we could get to a suitably safe disembarkation point. When the train finally started to move half way through the proceedings, we panicked and our bikes and panniers ended up being literally thrown in a heap on the platform. Honestly. We

have a photo to prove it...

Paris itself deserves a special mention - we had to cycle across this romantic city to get from one train station to the other. Except that we did it twice. Something about throwing our tickets into a bin at one station and just getting to the other before we realized we needed them. Paris has some excellent cycle ways but it was still a buzz dodging the traffic and deranged French models pedalling sit-up-and-beg bikes whilst texting on their mobiles - really. The architecture was beautiful if a little blurred due to our frantic pace. After being discharged at Rouen and spending a night in arguably the world's most crowded campsite ever (during which Lucia tried to bungy jump using another tent's guy rope at 3.00am in the morning whilst going to the loo) . The occupant was alarmed...as was Lucia's husband.....) We spent the next day cycling to Dieppe in a monsoon. Kayaks would have been a better option. However, it can now be categorically stated that Lucia is an outdoor girl - she was masochistic enough to thoroughly enjoy getting absolutely drenched. (She is now the proud owner of a Gortex jacket).

### Highlights have included:

Some of these could have been included in our first email:  
More beautiful cycle routes  
Clean campsites with lots of trees  
Generally hot showers  
Timeless churches and abbeys  
Churchbells ringing  
Waking up to birdsong  
Yoga in beautiful spaces (Lucia)  
Living the simple life

### Lowlights:

Mozzies, Mozzies, Mozzies,  
Motor scooters that sound like Mozzies

Our plan on return to France is to try and get a train to Nevers (not far from where we finished a few days ago) and then start heading north east to the Swiss border along the canal de centre, Saone and Doubs by then we hope to hit another telegraph station with more news.

Stay tuned folks...

Stay well and love to all,  
T & L, Lucia Britto & Tony Bennett



## 50 KM Take 2 Achievement Ride, Sunday June 29

Mark Corbett  
Stewart Crombie  
Mark Ewing  
Ross Ewing  
Mal Harrison  
Erica Larke  
Liz Marshall  
Richard Marshall

Colin Prior  
Perry Raison  
Chris Rowley  
Michael Waters

of participants!

## Achievement Rides Cancelled & Rescheduled

## 5,000 in 4 Achievement Ride, Sunday July 13

If you were on this ride, please contact the AR coordinator at once—the sign in sheet was damaged in the rain and we need to recreate the list

10,000 in 8 (Sunday June 15) and 100km Take 2 (Sunday July 27) were both cancelled on the day, due to inclement weather and the accompanying safety fears. The 100km has been rescheduled for Oct 5th, and the 10,000 in 8 for Oct 26th.

# The CTA Achievement Ride Series

The CTA conducts a series of "Achievement Rides" (AR's) 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 AR Coordinator (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 the AR Coordinator.

## Ride Time limits

To be considered "successfully completed" a ride must be completed within the given time limit. Upon successfully completing a ride you are entitled to a badge. Contact the AR Coordinator if you would like badges.

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 complet-

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

ing" a series. A member can only nominate for one award per year.

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 AR Coordinator. Completed cards must be returned to the AR Coordinator 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 Nov 22, 2008).

## Support for Achievement Rides


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

## 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 [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 roads as a hazard!!!



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## MEMBERSHIP DETAILS:

CTA membership is from January 1<sup>st</sup> to December 31<sup>st</sup>. New members joining after June 30<sup>th</sup> 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](http://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-XXL, ladies size 10-16

**LONG sleeved Coolmax tops** in yellow with red stripes are \$110 each. Sizes currently in stock: mens L-XXXL, 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 77 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 sizes 10, 12, 16, 18.

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

