

# THE CHAIN LETTER

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

March / April 2009

Issue 205

## PRESIDENT'S REPORT

The committee has had its first meeting and agreed to allocations of roles. As noted in the last newsletter, Jeremy Savage is continuing as Rides Coordinator, and Bruce Robinson as Safety and Promotion. Stephen White is taking on the role of Clothing. Mark Ewing has agreed to take on the role of Social Coordinator and the Editor role is now split between Erica Larke and John Faris. Erica is collecting and preparing the articles and John is doing the type setting. Please pass your articles on to Erica (or if by email, to both of them together). Deb moves to Secretary, while Ann and Colin continue as Treasurer and Vice-President (Achievement Rides Coordinator) respectively. The Committee also includes Nola Cray and Roy Messom.

With the upcoming Clean Up Australia Day (1st March 2009), the issue of broken glass and Container Deposit Legislation has again raised its head. According to Clean Up Australia Chairman Ian Kieran, AO:

"More than a quarter of all rubbish found in Western Australia on Clean Up Australia Day last year was drink cans and bottles, highlighting the urgent need for improved recycling rates".

The South Australian Govt has just doubled its Container Deposit. As the WA Government has changed since I last contacted them, I'll be chasing this issue again with another set of letters.

We've unfortunately had another accident on a ride, this time resulting in significant injuries and a rider (John) being taken by ambulance to hospital. John has since contacted me and said:

"I received wonderful assistance, at the scene, from my fellow cyclists, in particular, Jeremy and Kleber. I wish to record

my thanks to them, and others whose names I do not know. All my injuries are mendable, given time, so I will be back on my CTA bike".

There are several things I want to highlight as a result of this accident:

- Emergency Braking is an art. Too little and you don't stop, too much and your bike stops before you do and you end up going over the handlebars.
- When following, you need to make sure you give the person in front enough space to stop rapidly especially if they are going downhill or are in a situation where they may need to stop rapidly (eg poor visibility).
- Having some basic first aid training helps deal with this type of situation. If in any doubt about somebody's injuries, especially if they have hit their head, call an ambulance.

We'll be having a social night with Red Cross providing a two hour training session aimed specifically at bike injuries and dealing with accidents like this. I encourage as many as you as possible to attend. Basic first aid training could make a huge difference in an emergency. Numbers are limited to 50 people, so book soon—see the Rides Calendar entry for 18 March for further details.

Other upcoming events include "Bike Week" from Sunday 22 March to Sunday 29 March. See the DPI site: <http://www.dpi.wa.gov.au/cycling/19786.asp>.

This year the CTA will not be officially participating in Bike week but will be putting on its normal bike week rides and BBQ for members. Non members will be asked to make a small donation to help cover the cost of the BBQ. The Freeway bike ride will be on Sunday 22nd March

2009 and includes 10km, 30km and 60km options.

See [www.freewaybikehike.com.au](http://www.freewaybikehike.com.au) for details.

Finally a reminder that the Making Tracks tour will be on from 2nd to 9th May. Please see the CTA website and newsletter for more details.

Hope to see you on a ride, maybe on a Wednesday evening, sometime soon.

*Tom Hallam*

### IN THIS ISSUE:

<b>President's Report</b>	<b>1</b>
<b>May/June Deadlines</b>	<b>2</b>
<b>20in08 Tour Shirts</b>	<b>2</b>
<b>Club Contacts</b>	<b>2</b>
<b>House Keeping</b>	<b>2</b>
<b>Reporting Cycling Hazards</b>	<b>2</b>
<b>Eat Better, Ride Better</b>	<b>3</b>
<b>Cyclerides</b>	<b>3</b>
<b>Cycling Medicine Down Under—Conference Report</b>	<b>4—6</b>
<b>Rides Calendar</b>	<b>7—8</b>
<b>Albany Secrets</b>	<b>9</b>
<b>Safety Note: Helmet Adjustment</b>	<b>10</b>
<b>Making Tracks</b>	<b>11</b>
<b>OYB 2009</b>	<b>11</b>
<b>Ride with a Difference</b>	<b>11</b>
<b>New Members</b>	<b>12</b>
<b>For Sale</b>	<b>12</b>
<b>Take a Look Glasses</b>	<b>12</b>
<b>Achievement Rides</b>	<b>13</b>
<b>Membership Details</b>	<b>14</b>
<b>CTA Clothing</b>	<b>14</b>

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**"CELEBRATE  
20in08 TOUR"  
SHIRTS**

The On Your Bike "Celebrate 20in08 Tour" shirts were a huge success, and we have had requests from some of the participants for additional shirts. Even if you were not on the tour and would like one, and if we get a sufficient number of requests it is intended to place an order for them. If you would like to purchase a shirt please contact the Treasurer for details.

**New Team  
Same Standards**

Deb is a hard act to follow having set a really high standard for the Chain Letter over the past three years. We trust you will continue to enjoy the publication under its new management.

John Faris  
Erica Larke

**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

**DEADLINES:** Contributions for the next issue (May/June) should be sent to the Editors (telephone Erica or email both) no later than Monday **6 April**.

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

**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:

- Email 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.
- Electronic Hazard Report Form found on the bikewest website at www.dpi.wa.gov.au/cycling/hazard.html.
- Postcard. Free postcards provided by Bikewest are available from the Editor.

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

**Radio & TV:**

Keep up with the latest breaking cycle related news, whether your interest is in MTB's, Touring, Time Trials, 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**

## EAT BETTER — RIDE BETTER

*Dietician Amina Currimbhoy has kindly put together this article for the CTA on how to eat better and ride better – many thanks to Amina for her helpful tips!*

### A cycling diet

Cyclists may need to eat up to 6 – 8 times throughout the day depending on their age and level of competition. Fuel for endurance sports depends largely on the supply of carbohydrates to the exercising muscle.

A good quality diet with a wide range of foods from across food groups will also help to provide necessary protein, vitamins and minerals for good health and performance. Part of your diet can also be consumed on the bike so it must be easy to carry and not spoil out of the refrigerator!

To perform well your body needs to have adequate carbohydrate fuel stores in the muscle and liver. Carbohydrate is stored in the muscles as glycogen which can be used for energy during sport. A smaller amount is stored in the liver to help maintain blood glucose levels and is particularly important during prolonged workouts.

It is important to eat a variety of food *between* and *within* the 5 food groups including:

- Complex carbohydrates – e.g. pasta, rice or multigrain bread
- Meat, fish poultry or alternative – e.g.

lean beef, chicken, fish or eggs

- Milk, yoghurt, cheese – aim for low fat varieties!
- Vegetables – fresh, frozen or canned Hint - aim for a variety of colour!
- Fruit – fresh, frozen or dried

### Just before the ride

As you will need energy during the ride it is important to have a carbohydrate rich meal the night before. For example, dinner meals should include pasta, multigrain bread or rice.

If you have enough time, consume a carbohydrate rich meal at least 2 to 4 hours prior to the ride too. Top up glycogen levels an hour or so before a big ride with foods like bananas or muesli bars. It is important that the timing of your meal is right for stomach comfort – neither leaving you too full at the start nor hungry late in the session.

### Enjoy the ride

Cycling is one of the few sports where you can comfortably carry food with you! On longer rides easily digested carbohydrates should be consumed to prevent fatigue secondary to glycogen depletion. Exam-

ples include, jam sandwiches, sports bars/gels and sugar type lollies. Sports drinks are also handy as they can be an efficient way to carry fluid and carbohydrate together.

### Winding down from the ride

Immediately after a ride, continue fluid intake and get some carbohydrates in – sports drinks or cordials are a good choice! Yoghurt and milk based drinks at this time provide additional protein and other nutrients. Soon after, follow up with a substantial meal based on carbohydrate-rich foods such as rice, pasta or multigrain bread with lean protein sources such as meat, poultry, fish to replenish fuel stores and help repair muscle damage.

### Drink before, during and after the ride

Keep well hydrated by drinking water throughout the day and extra fluid after the ride. During training aim to drink at least 1 bottle of water every hour. Stop regularly during the ride to fill up your bottle. Sports drinks are a good way of supplying carbohydrate and fluid at the same time.

## CYCLERIDES

### The Australia Online Cycling Community

Cyclerides is a new venture that is seeking the support of cyclists Australia wide. The aim is to assist in creating an online cycling community and most importantly a resource for the benefit of all cyclists everywhere.

The project has the potential to be the cycling communication platform for the future. Initially the aim is to build an online resource of rides from all over Australia, overlaid on Google maps, complete with an elevation graph and other interesting information. The next stage will see the development of a cycle communication platform that will connect the cycling community like never before.

Cycle Rides Australia is asking for assistance from cycling

groups to get it all started. Spread the word about the Cyclerides Website and help build this valuable resource for all to share.

Go to the Cyclerides website and join the online Cyclerides Community. You can choose to share your favourite rides with fellow cyclist members or simply be part of the community and take advantage of the resource.

The website address is [www.cyclerides.com.au](http://www.cyclerides.com.au)

For further information contact Andy Willis, Managing Director of Cyclerides Australia, email [andy@cyclerides.com.au](mailto:andy@cyclerides.com.au)

## CYCLING MEDICINE DOWN UNDER

*Sarah Cutts, John Faris and Bernard Pearn-Rowe attended the "Cycling Medicine Down Under" (CMDU) Conference held in Adelaide at the time of the Tour Down Under. In Part One Sarah Cutts reports on the night she had dinner with Lance while in Part Two of our report, John Faris presents some of the medical data presented at the conference. Photos: John Faris*

### **CMDU Part One: The night I had dinner with Lance...**

**By Sarah Cutts**

...and nearly 2000 other people! During the Tour Down Under I was fortunate to attend a cycling medicine conference. We learnt a lot, but at the moment, I'll just talk about the fun stuff.

John Faris and Bernard Pearn-Rowe, fellow CTA members, were also there. In



**Lance Armstrong at the Legends' Dinner**

fact, CTA members made up 13% of the delegates. Being surrounded by cycling

enthusiasts was a great experience, and the whole of Adelaide seemed to be taking part.

The first big event was the Community Mutual Challenge; 7128 riders set out from 3 different distances to converge on Angaston. The start was a sea of yellow cycle jerseys. We cycled through the Barossa Valley, and over one biggish hill. Everyone spread out pretty quickly, so it wasn't as crowded as I had expected, although the final km into Angaston was full of cyclists from the three rides as well as cars, and was very slow. The barriers were up for the race to come and, as you cycled down the crowds applauded – now I know how Cadel feels!

After the ride, we saw the race come past. What a buzz – there were screaming police sirens, helicopters, race cars and the riders themselves, who flew past.

The next day, we went to the Velodrome. I had always thought riding on those sharply curved surfaces looked terrifying, and I was right. The bikes are set up with no gears and no brakes (because 'it's safer that way' – you are more likely to come off if you brake). They are also fixed wheel, so you can't stop peddling for an instant or you go straight over the handlebars. I managed to get around the lower slopes, which was amazing. There is a real feel of speed, and gravity taking you around the corners. Bernard and John were much braver, and took part in the time trials.



**4.30am—where's the bus to the start?**

That night, we went to the Legends Dinner, and heard from people like Cadel Evans, Shane Kelly and Phil Liggett, the legendary cycling commentator and Lance Armstrong.

Lance spoke for about 40 minutes, and again, I was very impressed. I had never been a Lance fan before, but he does genuinely put a huge amount back into the world. He spent about 5 hours on a race day visiting cancer patients at the hospital, before going on to race that day, as well as his fundraising efforts. The mental toughness of the guy is phenomenal. He was very charming in his speech, in contrast to his past brashness, so that is another skill he has learnt. I am now a convert!

Our last event was watching the final race. We were lucky enough to be near the finishing line. The speed these guys move at is incredible.

I feel very privileged to have been part of it. We did do some real work, which I hope to pass on. Although a lot of it was aimed at elite cyclists, it can be transferred to those of us who would just like to improve our performance.



**Start of the Mutual Community Challenge at Mount Pleasant (97km)**



**Bernard, Sarah and John—CTA at CDMU**

## **CMDU Part Two:**

### **The serious side**

**By John Faris**

The Conference also had a serious side.

#### **The psychology of riding**

The Conference opened with a talk by the former chief coach of Australian Cycling, Charlie Walsh OAM. Charlie showed how sports psychology has grown and underpins physiological and physical training and how it is the defining aspect of what is required to win at elite level. He talked of the variety of physical demands of cycling: road, track, power, endurance, fuel systems, pedal forces and courage.

The combination of these attributes determines the niche in which a particular rider might excel. Preparation includes body, skills, strategy and mind, but the difference at the very top is in the mind and motivation of the athlete. He stressed that motivation comes only from within and not from the coach.

What the coach must do is create the be-

lieve the athlete will have in him or herself. Only while belief is strong, can motivation be strong. The coach creates the psychological environment in which belief is developed. Without motivation and belief, an athlete's tolerance of fatigue and the pain of lactic acid is reduced as is their ability to make good decisions while fatigued.

Motivation needs to be maintained day after day, month after month. This is achieved by focussing on positive actions, updating and varying training plans, different activities, different places and changing focus. He finished by talking of the timing of training to peak at the right time, believing we will be ready and how these things help to maintain motivation.

#### **Cycling biomechanics**

There were three talks that discussed aspects of the biomechanics of cycling not only to get peak performance but to help prevent or reduce both acute and chronic injuries.

Important to the cyclist, with regards to performance and injury prevention, are positioning, pedal stroke, cadence and braking. One of the speakers talked of the various study techniques used to analyse biomechanics. In the laboratory it is relatively easy with a stationary bicycle, wind tunnel, dynamic brake and joint locators attached to the body and cameras everywhere. However, analysing biomechanics in the real world is more difficult with a need to place strain gauges and position sensors on the bicycle and the cyclist, with the need to log the data either on the bicycle or with a wireless connection to equip-

ment in a following vehicle. This needs to be done while avoiding data loss and adding minimum weight to the bicycle.

One gem from biomechanical research applicable to all cyclists is the natural tendency of most people to be late starting the downstroke of the pedal and late stopping the downstroke. The former means we miss part of the downstroke and the latter means we briefly have a braking effect on the other leg.

It is suggested we can all improve performance a little by trying to move the down-going foot forward rather than down and sweeping it back; this has the effect of reducing the advance on the power stroke and the adverse effects of this.

Another gem from Matt Brick related to cycle adjustment. There are many complex ways of setting up a bike. However, a very few steps will have the setup close to idea. Use a spirit level and ensure the seat is horizontal. Make sure the seat height is such that heels don't quite touch the pedals and when leaning over the handle bars, the handle bars should just hide the axle of the front wheel.

The extent to which minimal differences in bicycle design makes a difference at an elite level was emphasised by the Product Manager of Avanti Cycles. Strain gauge tests showed that the right hand chain stay (the horizontal bit holding on the back wheel) has higher loads because the chain is on that side of the bicycle than the stay on the left. They have saved something like 50g by reducing the size of the



**The pros racing up Mengler's Hill**



**Conference delegates at the Velodrome**



left hand stay.

A significant proportion of aerodynamic drag in a bicycle comes from the front wheel as the spokes move forward between the front forks. By putting a slot in the front fork of one of their time trial frames, they have reduced this drag by 20 – 30%. The 120g reduction in drag achieved translates to a saving of 57 seconds over an hour riding at 50kmph which is more than worthwhile. Such a gain in the final time trial might have had Cadel winning the last Tour de France (except he rides Ridley frames).

### Dehydration and heat injury

There is an article on nutrition on page 3 in this issue of the Chain Letter titled 'Eat Better, Ride Better'. Matt Brick gave a talk on the avoidance of dehydration and heat injury. Matt was once third in the world in professional Iron Man competitions and the winner of a number of cycling world championship events and is now an orthopaedic surgeon working at the Millennium Institute of Sport on the North Shore in New Zealand.

Preparation starts with carbohydrate loading about six days before an event – both for energy and as a water source. The race day starts with pre-hydration, drinking 250ml of water every 15 minutes from four hours until about half an hour before the start. Some work has been done with glycerol loading immediately before the start except that many people suffer from nausea with this.

During the race, one should drink about 250ml every 15 minutes and should do so by the clock and not waiting until symptoms of thirst appear. While the different manufacturers of sports drinks will claim their particular recipe is superior, the important principle is that the drink should have a glucose polymer base (8% max) and appropriate electrolytes, although sufficient electrolytes to equal those in sweat usually makes the drink produce some nausea.

The absorption of pure water is slower than a solution with glucose polymer. As a result, water accumulates in the gut. Regrettably, caffeine is a no-no (despite its popularity in some parts) because of its



**Bernard watching the Pro Tour Race**

actions as a diuretic (producing more urine).

During training rides, you should check you do not finish more than 1.5kg lighter or more than 2kg heavier than when you started and that the end your urine is not dark. Not only does dehydration foreshadow heat injuries, a 3 – 5% loss in bodyweight will be associated with an 8 – 10% decrease in performance.

Clothing should be light, light coloured, well ventilated and able to act as a wick to improve evaporative cooling.

A good rule of thumb for predicting possible heat injury and the need to maintain hydration. A red flag is a day more than 70°F (21°C) and 70% relative humidity (RH), or if the day is either 80°F (27°C) or 80%RH or more, combined with 60%RH or 60°F (16°C) or more.

### Riding in the heat

A physiologist from the Australian Institute of Sport talked of work being carried out trying to improve cycling performance in the heat. During prolonged exercise especially in the heat, metabolic heat production leads to an increase in body core temperature. Once this reaches 39°C or

more, the thermal strain becomes one of the major limiting factors in performance.

Various techniques have been used to pre-cool athletes half an hour or so before a race starts. These have included cold air (but this is uncomfortable and slow), cool water (15 – 29°C) and a 1L drink of cold water. It is important to only drop the core temperature by about 0.5°C so that the athlete does not shiver (which takes energy) or reduce blood flow to the muscles. Dropping core temperature 0.5°C before the race starts may mean final core temperature is reduced from 39.5°C to only 39°C, and this represents a 2 – 3% increase in power at the finish. Australian Cycling used pre-cooling technique in the Beijing Olympics.

### Genital issues

An interesting talk was given by John Bolt, an urologist, titled "Cycling, Urology and the Crown Jewels". He talked of the causes of genital numbness experienced by around 60% of male cyclists. Of more concern is erectile dysfunction (ED) which is reported to be 11% higher in recreational cyclists and 17% higher in sports cyclists in comparison with a matched group of swimmers who did a similar amount of exercise.

However, another study showed that those who did little or no exercise had an overall incidence of ED 21% higher than the swimmers. The conclusion is that while any form of physical exercise is protective against ED and poor performance in the bedroom, cycling is not as good as other forms of exercise.

34% of women cyclists report genital symptoms more in the form of chaffing and brusing.

Changing seat height and style of saddle and riding style can usually reduce some of the symptoms experienced by both the boys and the girls.

It was emphasised that having the seat sloping down at the front does not help genital problems as some people believe if might. Instead, the sloping seat is associated with knee and ankle problems that would be avoided by keeping the seat level and at the right height.

## Lift out Rides Calendar Page for March / April 2009

**RIDES CLASSIFICATIONS:**

All riders are responsible for showing up with a well-maintained bicycle. You will need to wear a helmet and we recommend you bring a spare tube, puncture repair kit, tyre levers, pump and a spanner (to fit the axle nuts if your bike is not fitted with quick release hubs). Most importantly, bring water.

Rides are described according to the

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

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

**Pace** refers to the average range of speeds

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

Social:	Under 15 kph
Leisurely:	15 – 20 kph
Moderate:	20 – 25 kph
Brisk:	25 – 30 kph
Strenuous:	30 – 35 kph
Super Strenuous:	35+ kph

**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.

**Wednesday 4th March**

If you feel like a ride somewhere, meet at the Narrows Bridge car park (on the South Western side) for 7pm, tonight (yes I do mean 7pm!) for a bit of a spin somewhere. Lets make it up on day. This is a perfect way to introduce friends and family to the club and to group rides, so bring your friends, lights and appetites. This will be a Leaderless ride, but for any questions, call Jeremy on 0412 886 612

**Saturday 7th March****An evening ride and BBQ with Stan**

35kms Moderate pace. 5pm for a 5:15pm start (yes, still pm!) Meet Stan at Bardon Park (Fourth Ave, Maylands) for an afternoon ride around the famous Swan River and return to the park for an evening BBQ meal. Bring your own meat and salads. Non-riding family are welcome to join in on the fun or turn up after the ride for even more fun. The plan is to be back at the park by 6:30 to enjoy the last of the daylight. Please note: Lights are essential for this ride!

Organiser: Stan 9345 3552

**Sunday 8th March****100 km Achievement Ride 1**

100km Moderately Hard. 8:30am for a 9am sharp start. Meet at Armadale Railway Station for registration and map/ride description. A pretty, but demanding ride going up Bedforddale Hill, past Glen Eagle, then onto Jarrahdale and Serpentine Dam before returning. The time limit is 6 hours

40mins (average 15kph).

**Participants MUST contact the ride organiser Colin at least one week prior to the ride. There is a \$10 fee for non-members.**

Organiser: Colin 9418 1571 (H)

**Wednesday 11th March**

Join Jeremy for a nice evening bike ride around Swan River with a picnic dinner on the South Perth riverbank. As there are gas BBQs in the park or several take away shops nearby it will be a perfect way to cycle away the day's stress, so bring your friends, lights and appetites. Meet at the Narrows Bridge car park (on the South Western side) at 6:30pm. Organiser: Jeremy 9493 2237 or 0412 886612

**Saturday 14th March****Century Challenge (160 km) Achievement Ride 1**

100 miles Hard, 7:30am for an 8am sharp start. Meet at the Lakes BP Service Station on Great Eastern Highway for registration and map/ride description. The scenic course includes Wooroloo, Avon Valley, Northam and York. The time limit is 10 hours 40mins.

*Prerequisite: To have successfully completed the 100km Achievement Ride in the same year.*

**Participants MUST contact the ride organiser Colin at least one week prior to the ride. There is a \$10 fee for non-members.**

Organiser: Colin 9418 1571 (H)

**Sunday 15th March****Up with the sparrows**

45kms moderate. This is a ride designed to beat the heat and have participants back at home before they actually wake up. Meet at 7.00am for a strict 7.15am start at the Bentley Shopping Centre Car Park, cnr Albany Highway and John St. Heading up Welshpool Road to Kalamunda, Breakfast at the Tea Merchant then heading down the zig zag track.

Leaders: Erica and Mark 9467 5114 (H)

**Wednesday 18 March****First aid training for bike injuries**

6.30 for 7pm start at the Loftus Community Centre, Loftus St, Leederville (in between the new Library and the Gym). A First Aid training session will be held, focussing specifically on bike-related injuries (2 hours duration with light refreshments provided). Training conducted by Red Cross. Numbers are limited to 50 people—so call Mark to register. \$10 for non members.

Organiser: Mark 0417 484 634

**Wednesday 18th March**

If you feel like a ride somewhere, meet at the Narrows Bridge car park (on the South Western side) for a 7pm evening start for a bit of a spin somewhere, lets make it up on day. This is a perfect way to introduce friends and family to the club and to group rides, so bring your friends, lights and

appetites. This will be a Leaderless ride, but for any questions, call Jeremy on 0412 886 612

## Sunday 22nd March

### Freeway Bike Hike for Asthma

The fifth Freeway Bike Hike will be held as part of Cycle Instead Bikeweek 2009. More than 8000 participants are expected to ride along the Farmer and Mitchell freeways from Belmont Park to Joondalup, raising funds for asthma research in the process. This is a Non CTA event. Contact Trievents for entry. [www.freewaybikehikeforasthma.com.au](http://www.freewaybikehikeforasthma.com.au)

## Wednesday 25th March

### Bike Week evening BBQ

15-20km Social. Meet at the Coode St Wharf on the South Perth Foreshore at 6pm for our traditional social pace, 15-20km BBQ ride. Bring your friends, lights and appetites.

Organiser: Mark 9467 5114 (H)

## Saturday 28th March

### 200 Km Achievement Ride 1

200km Hard, 6:30am for a 7am sharp start. Meet at the car park off Morrison Rd (adjacent to the Midland Police Station) for registration and map/ride description. This is a challenging ride that takes in Toodyay, Dewar's Pool, Bindoon and the Chittering Valley. The time limit is 13 hours 30 mins (average 15kph).

*Prerequisite: To have successfully completed the 160km AR in the same year or Challenge Series in the previous year.*

**Participants MUST contact the ride organiser Colin at least one week prior to the ride. There is a \$10 fee for non-members.**

Organiser: Colin 9418 1571(H)

## Sunday 29th March

### Bike Week 2 Rides and a BBQ

Either 60km, Moderate at 9:00am starting at Deep Water Point, off the Esplanade, Mt Pleasant, or 30km Leisurely at 10:15am from Frasers Restaurant Kings Park. This ride was a huge success last year and so it's a similar thing again. Please note though that each starting point has only one distance this year. We

will still all meet at South Perth foreshore for the traditional sausage sizzle. Two different rides so double the fun.

Leaders: Colin 9418 1571(H) and Tom 9444 4107(H)

## Sunday 5th April

### 5000 in 4 Achievement Ride 1

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

**Participants MUST contact the ride organiser Colin at least one week prior to the ride. There is a \$10 fee for non-members.**

Organiser: Colin 9418 1571 (H)

## Easter Weekend at Toad

### Hall, Boyanup

### Friday 10th - Monday 13th April

Rides to the beach, country roads, pie shops, wineries and much more. Stay in beautiful 4 star accommodation of Meadowbrooke Estate in Boyanup. [www.meadowbrookeestate.com.au](http://www.meadowbrookeestate.com.au) A variety of accommodation options available; from bedrooms in Blue Wren Cottage to dormitory style. Bookings limited to 32 (approximately \$27 pp per night – generously discounted by the owners of the venue).

Call Lance or Patricia for more information and to confirm your booking no later than 27 March 2009.

Organisers: Lance on 0409 905 995 or Patricia on 9249 1970

## Saturday 18th April

### 300 km Achievement Ride

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

complete the Super Achiever Series.

*Prerequisite: to have successfully completed the 160 or 200km Achievement Rides in the same year or to be a 2008 'Super Achiever'.*

**Participants MUST contact the ride organiser Colin at least one week prior to the ride. There is a \$10 fee for non-members.**

Organiser: Colin 9418 1571 (H)

## Sunday 19th April

### I think I must have forgotten something?

65kms moderate. Meet at the Narrows Bridge car park (on the South Western side) at 8:15 for an 8:30am start. There is no coffee stop until we reach the end of this ride but there will be comfort stops. We will be heading westwards along the river towards Fremantle and returning on the southern side of the river. Although the full distance of this ride is 65kms, there will be a short cut that takes about 15kms off the total distance for anyone who wants it. (Of course Jeremy reserves the right to taking it himself!)

Organiser: Jeremy 9493 2237 or 0412 886612

## Sunday 26th April

### See the Walyunga National Park lookout by bike

59kms, Moderate pace but hilly! This ride has tough hills, an appalling road surface and no Café's or water stops. So if this sounds like your idea of a fun way to spend a Sunday morning, then join Sarah outside the Parkerville Tavern on Owen road (off Byfield Rd) at 8:30 for a 9am start. As there is no public transport, Sarah is happy to "match make" any who wants to share transport. If you would like a ride or are willing to offer one contact Sarah.

Leader: Sarah 9443 8095 (H) email: [sarcutts@inet.net.au](mailto:sarcutts@inet.net.au)

## Planning ahead!

For the **Sustainable Tour** 2—9 May 2009, **OYB 2009** 12—20 Sept 2009 and a **Ride with a Difference** 20—28 March 2010, see Page 11 for further details.



## ALBANY SECRETS

*John Bell reports on the Albany Weekend away 2—5 January 2009—sold as a Winery Wander (50km), Hilltop Heritage Ride (35km), a Very Baileys Progressive Dinner (35km) and a Tomdirup Sightseeing Tour (70km).*

Shhh ..... don't tell..... Terry B knows *all* Albany paths, tracks, well caught. releasable chains, steep hills, slalom roads: everything that's cyclable around Albany with a road bike.

And we few are so privileged to have had a very special 4 Jan days so well organized. Col, Jez, Simes eat your hearts out for not pitching! I met an elderly bloke in Albany who complained about the lack of bike paths - if he had been with us he might have a different opinion.

We discovered with glee Kleber can go red in the face and actually pant dragging a tag along up a 2 km hill on a hot day. Three of Terry's wonderful sisters and his parents fed us on the monumental and memorable progressive dinner. The Tail End Sweep performed well picking up my bits of fallen off tail light. I hadn't realised that was in Karen's job description -

- Wineries, Mt Romance Sandalwood factory, mostly cool weather for mid summer.
- Mt Melville views, Mt Adelaide big gun aiming.
- Gaol, Fort, Amity Brig.
- 3 of Terry's wonderful sisters + his parents treated us monumental & memorable progressive dinner.
- Terry's Dad & Uncle confounded us with Houdini acts involving two chained horseshoes - how did they undo that ring ?!

Next to On Ya Bike for me that was the best ever CTA event. Up the Baileys – a fun bunch. The ultimate destination is never the point of a Terry B tour - it's the electric anticipation of the next!



**Karen and Paula at the wind farm**



**Inspecting the guns at Mount Adelaide**



**Mark Elliot on the whale chaser**



**Kleber asleep waiting for the ride to start**



**Ann—armed and dangerous**

## Helmets and Adjustment

*Bruce Robinson (9384-7409 Bruce.Robinson@westnet.com.au) is the Club Safety Officer. In this note he talks about the importance of adjustment and fit of your helmet if you want proper protection. Photos: Bruce Robinson.*

### The importance of fit

Check your helmet fit often, and alter the adjustment frequently to keep it tight

We all know helmets are a good idea. However, they need to be adjusted to be more than just cosmetic. The helmet should be worn level on the head, not tilted back exposing the forehead. The helmet needs to stay in place in the event of an impact (which may include several bounces down the road).

On a recent CTA ride, I checked the helmets on about 15 riders while Stan was fixing a puncture. About 75% seemed reasonably adjusted (when the helmet was pushed back), but several people had helmets which moved back exposing the forehead completely. In one case, the helmet fell completely off the back of the head (see photo). In part this was the result of a hat being worn under the helmet. There are brims available for helmets which keep the sun off, without interfering with the helmet fitting.

I was testing how far the helmet moved back with a firm push upwards at the

front, as the most likely crash impact is to the front of the head, pushing the helmet back. It is the front pair of straps which stop the helmet moving backwards, so if these straps are loose, the helmet can move back. The rear straps stop the helmet moving forward.

Helmet straps can come loose quickly, and need regular checking and adjustment. We should all check our helmets far more often than we do.

### Adjusting a helmet

Bell Helmets has a test strategy to adjust and check the fit.

### Adjust the chinstrap and buckle

Fasten the chinstrap buckle and tighten the straps until the helmet fits snugly. How snugly? You should be able to open your mouth wide enough to eat without feeling choked or pinched.

Make sure the chinstrap is well back against the throat (NOT on the point of the chin) and that the loose ends of the strap pass through the rubber O-ring near

the buckle (this helps to keep the strap from sliding loose and/or the helmet from sliding around or coming off accidentally).

The chinstrap buckle should be fastened and the strap pulled snugly before riding.

### Check for excessive movement

Once you think the proper fit has been achieved, grab the helmet and twist it to the left and to the right. If the helmet fits, the skin on the forehead will move as the helmet moves. If it does not, the helmet may be too loose. Snug the fit system or try a different size.

Grab the helmet and try to remove it by rolling it forward and backward. If you can roll it off the head completely, roll it so far forward that it blocks vision or backward far enough to expose the forehead, it doesn't fit correctly. Adjust the straps and/or fit system and try again.

If you cannot adjust the helmet to fit properly according to these instructions, DO NOT USE THE HELMET. Replace it with a different size or model.



**A broken helmet on a recent CTA ride—no head injury!**



**This helmet could be pushed completely back off the rider's head.**

## Sustainable Cycle Tours presents “MAKING TRACKS”

Saturday 2<sup>rd</sup> – Saturday 9<sup>th</sup> May 2009

Hurry – places are filling fast! Registration forms must be in by Friday 17 April.

‘Making Tracks’ is an eight day bicycle tour with a difference. Explore the south west of WA in Autumn by bike, while your luggage is transported for you. Book your own hotel or campsite, cook your own meals or eat out. Making Tracks is a low cost touring alternative, leaving the choice of accommodation and eating up to you.

Commencing at Mandurah train station on Saturday 2 May, the 550km tour will pass through Waroona, Australind, Collie (rest day), Williams, Dryandra, York then to Midland train station. Says tour leader Noel Eddington:

*“The tour is filling up quickly but there are still a few places left. The concept is that we use the train system to get us out of the City and down to Mandurah. Then cycle to Waroona (Lake Navarino) for the first night of the Tour. Then staying at Australind, before a rest day at Collie. Onto Williams, Pingelly,*

*with the last night in York. The tour the finishes at the Midland Railway Station. There is the option to camp or use Motels and B&Bs. You can cook using a Trangia stove if you choose or eat out at restaurants every night. With the support of the luggage truck as the only motorised vehicle, you get a great feeling of independence as you roll along under your own power.”*

We will supply a list of accommodation options per town and will organise luggage drop-offs **at these points only**. Accommodation options will range from camping to B&B or Hotel/Motel and it will be up to you to book these prior to the tour. In addition to your luggage being transported by truck, an ice chest for food and a bike trailer will be supplied.

Numbers are limited to 60 participants so please return your registration form asap. If you have misplaced your form or would like another one, please call Erica on 0411 279 627. For further information contact Noel Eddington 9378 3687 or Erica Larke 0411 279 627.

## OYB 2009—WHEELS, WHEATBELT & WILDFLOWERS

12—20 September 2009

On Your Bike (OYB) 2009, Wheels, Wheatbelt & Wildflowers, will start and finish in Guilderton, 90kms north of Perth. Nights will be spent (in this order) in Gingin, New Norcia, Wongan Hills, Goomaling, Northam (+rest day), Toodyay, and then Gingin again, before returning to Guilderton. The tour leader is Colin Prior (9418 1571).

The tour this year will be limited to 115 people, as catering in New Norcia cannot accommodate any more. We’ll be staying at the New Norcia Monastery. The camping area there is very small, but there are 30 bed (twins, triples and quads) available.

We started a sign up sheet for accomodation at this year’s OYB. However, nothing is guaranteed until the actual OYB registra-

tion form is received and accommodation will be first come, first served. If you want your name on the list for a possible bunk, contact Colin.

Registration forms will be sent out in March/April 2009. Participants will have the option of receiving their Tour Booklet either electronically, or via hardcopy.

**OYB 2009 will ONLY be open to CTA members. To clarify—if you are a couple, and both are planning to attend, BOTH of you must be CTA members for 2009 BY registration time. See the back page for details on joining or renewing your membership.**

## THE RIDE WITH A DIFFERENCE

Saturday 20 — Sunday 28 March, 2010

The expressions of interest in the concept of the Busselton RWAD as per the Chain Letter have been exceptional. Fortunately, there are still vacancies, so contact Robert Tognela or Joani Hoult to secure your place in this popular event.

Robert Tognela 0428 543 720 - Joani Hoult  
- [joanihoult@hotmail.com](mailto:joanihoult@hotmail.com)

The week of March 20-28 was selected on the excellent advice of the NOW 5 STAR Mandalay Holiday Resort and Tourist Park. Mandalay has only recently been awarded this prestigious rat-

ing, due to the superb facilities they provide.

Easter 2010 falls in the first weekend of April, followed by the April school holidays and then to top it off we have Anzac Day! So April was not going to be a good choice. The week chosen, however, should be perfect!

We are now actively planning ride options and other activities to make your stay 'a difference'! Costing the ride is next on the drawing board, details will be provided in the next update.



## FOR SALE

### NEW MEMBERS

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

- Sharon Veleff
- Bronwyn Smith
- Kim Alcorn
- Paul Collin
- Alf Holmen
- Keith Richardson
- Yaxi Zhan
- Cara MacNish
- Lynda Nottle
- Dallas Trowbridge
- Paula Hine
- Gary Howe
- Gillian De Jonghe

### Thermarests

(1) Fast and light series. Prolite 4 compact, self inflating mattress and matching stuff sack (orange). Regular size (3.8 x 51 x 183). 680g. Brand new, in original packaging & unopened. RRP for \$229.95. Asking \$160

(2) Standard 3/4. Green. Older model. Excellent condition. Asking price \$35

Contact: Karen 9228 3838 (H)

### Saddles

All in excellent condition - only test ridden):

- Fi'zi : k Aliante Sport \$75
- SDG Bel Air RL \$55
- Giant CRX anatomic gel with cutout \$35

Contact: Karen 9228 3838 (H)

### Two person Macpac tent

2 vestibules/entries, ground sheet VGC discounted to \$200 (\$750 new)

Contact: Lance 0409 905 995

### Miscellaneous items

One pair Schwalbe Marathon Plus 26 x 1.75 expedition grade touring tyres \$90 pair

Brooks "professional" saddle \$100

One pair Alex Rims 700 x 23 \$90 pair

FSA compact crank 48/34 external bearings (11 months old) \$120

Contact: Mal Harrison 9358 5257

## TAKE A LOOK MIRRORS

From a basement workshop in Oregon, a husband and wife team work together to produce one of the most useful items of riding apparel; the Take a Look mirror. Deb Palacios gives some of the history as to why the CTA are luck enough to have a stock of these nifty little mirrors:

I moved here in 2001, with my US Take a Look mirror. I went to buy one for the 'other' side of the Road, and found they weren't available at any stores here. After much searching, I found a UK distributor that would sell me small lots and I think

the first year I bought two (one for myself and one for Colin).

At OYB 2003 (my first), I got so many queries about the mirrors, I agreed to get people to commit ahead of time, and put in an order for about 13.

The next two years, after OYB again, I put in two more orders (around 20 to 25 each). At some point the UK distributor went out of business but gave me the direct contact to the manufacturers: Bill and Nancy Waller of the Bike Peddler in Oregon.

In 2006 Bill and Nancy gave us a club discount and a volume discount, and we ordered 100 mirrors so that the CTA could hold them in stock.

*There are many similar mirrors available in Australia but they are plastic, they break easily and are not so well designed. As Deb has negotiated with Bike Peddlars to sell the mirrors to the club at cost, they are worth the investment.*

*Interested? Contact Stephen - there are still 9 in stock at \$20 each!*



Take a Look Mirror

*For all your cycling & running requirements*



**Runner's World**

World's largest independent retailer of running gear

**5 FITZGERALD ST PERTH**  
(Near cnr Roe St) Ph 9227 7281

**Bikewest**



**cycle instead**

Department for Planning and Infrastructure  
Government of Western Australia

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





# 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

Current sizes in stock are listed below. There are no re-orders currently planned for any clothing. Stephen W has taken over the CTA clothing stock from Deb. If you want something, and we don't have your size, please call , him so he can keep a list for the next reorder.



**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 53 prs in stock.

**“Take a Look” mirrors** (rear-vision mirrors that attach to your glasses), with or without helmet adaptors, \$20 each. Only 9 left in stock, but we are researching a reorder.

**Long sleeved 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 safety 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, 18, 22, long sleeve sizes 10, 12, 16, 18.

Contact Stephen 9471 8168 (H) if you'd like to try anything on. Payment can be made via cheque (payable to “CTA Clothing”), however call Stephen first to confirm availability of stock.

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

