

THE CHAIN LETTER

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

May / June 2009

Issue 206

PRESIDENT'S REPORT

A lot has happened since the March/April newsletter. Some of you will have been on Bicycle Victoria's Great Escapade and the CTA's Sustainable Cycle Tour – Making Tracks is happening about now. Still others will be hanging out for this year's On Your Bike, trying to complete one of the Achievement Ride series, or like myself, doing the daily commute, with Alice in tow and the odd CTA ride and weekend away such as Easter in Boyanup.

Bike Week was again a success. Many people did the 60km Freeway Bike Hike for Asthma whilst others, like Alice and me, did the 30km (or 10km). It's interesting to compare the ride up to Joondalup to the ride home. Alice loved the trip up, especially when the trains went by, but complained bitterly about the bumps on

the way home. It really jars to think that the cycle way is supposed to be a cyclist's equivalent to the freeway: a principle transport route.

The CTA Bike Week rides were well attended. Thanks to Mark and Ross Ewing, Colin Prior, Deb Palacios, Jeremy Savage, Mal Harrison and Erica Larke for organising the BBQs and leading rides (hope I've not forgotten anybody). This year's Bike Week rides went extremely smoothly, were well organised and highly enjoyable.

The social event was a First Aid course given by Jackie from Australian Red Cross. Unfortunately, I had a prior engagement so could not be there, but the reports I've had have been highly complementary. Jackie not only knew her subject

well, but was also able to deliver it in an engaging and clear manner.

The importance of basic resuscitation techniques was driven home to me in a very personal way a couple of weeks ago. My brother had a heart attack whilst riding to work. Luckily there was a person in a taxi nearby who was able to do CPR (actually a First Aid trainer – on her way to teach basic resuscitation). My brother survived, and is now on the way to recovery. He owes his life to her quick action, skill, and a base fitness from years of riding and canoeing.

I encourage all of you to take the time to learn at least basic resuscitation tech-

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BBQ at the end of the Ride—25 March 2009



'Thank you' goes to CTA Social director, Mark (right), and to elder brother Ross (left) for doing a first class job of BBQing after the 25th of March Wednesday evening ride during bike week. Despite the look on Mark's face and the carving knives in their hands they really do get on very well with each other. Thanks guys and well done.

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We welcome the following new members to the Cycle Touring Association.

David Pfitzner
Emma Hammond
Graham Ford
Susan Taylor
Glenys Ball
Andrew Keay
Sally Ann Blakers
Dixie & Mark Criddle
John Gummer
Tim & Vanessa Crago
Lois Somers

Ken Pratt
Barbara Cumming
Alan & Shirleen Eldrid
Christine Knight
Frank Lander
Paul Colin *
Jacqueline Olver *

*Payment received but we still need your membership form posted please!

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 editor@ctawa.asn.au

DEADLINES: Contributions for the next issue (July/August) should be sent to the Editors (telephone Erica or email editor@ctawa.asn.au) no later **6 June**.

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

Danger Will Robinson! Danger Will Robinson!

By Colin Prior

In the last newsletter there was an excellent little article by dietician Amina Currimbhoy entitled 'Eat Better – Ride Better' that gave some very practical tips about eating before and during and after a ride. I have had recent experience of what can happen if these simple tips are ignored in a very dramatic fashion. No names or gender will be given but let's say it was not a CTA ride and the person directly involved, now known as X, is a very strong rider indeed (it's not Ann Wilson).

We had planned to ride together on a hard course starting around 2pm with our expected finish somewhere around 7 - 8pm. We were running just a little bit late (not my fault) and ended up starting around 2:45pm. X happened to say in passing that they didn't have much for breakfast and had missed out on lunch, but I didn't think too much of that at the time.

As we started the ride, I was seriously hav-

ing trouble keeping up with X as s/he powered up the hills. We were planning to stop about a quarter of the way through the ride for a quick fill of water and a bit to eat but X managed to set off after only eating a Power Bar.

As we continued I was still struggling to keep up as X powered on. The next stop was just over half way where X had a sports drink and an ANZAC biscuit. Then the ride got tough. As we got nearer to the finish I remember now that on the last big hill I actually reached the top before X but again didn't think too much about it at the time.

Not too far from the end X said that they thought something was wrong with their hearing. Shortly afterwards as we were at the end of our ride X started to sweat profusely, became somewhat vague and said s/he needed to wash his/her face. In the process of walking to the bathroom X fainted.

Fortunately there were many people close

at hand and X started to come to again after only about 20 seconds. Within a few minutes X was able to recover enough to have a shower and start to eat some substantial amounts of food, although it took at least a couple of days for a full recovery.

I know for a fact that this had nothing to do with dehydration; we had both been, if anything, over hydrating. This was purely a case of hypoglycaemia or low blood sugar brought on by not eating enough food for the body to function.

The symptoms in order were:

30 mins to go	Hearing difficulties
15 mins to go	Irritability
3 mins to go	Sudden fatigue
2 mins to go	Vague nature
1 min to go	Profuse sweating

Do not think this can't happen to you, it can happen to anyone. X is a stronger rider than me, we had both drunk enough water, X had simply not eaten enough.

No prizes for guessing who 'X' is! - Ed.

Full Moon Night Mountain Bike Ride 7 Feb 09

By Colin Prior

Well I've just bought myself a mountain bike so I guess that some off road rides are in order, **but at night!?** Who ever heard of an off road ride at night? Well apparently Sara and Dean had. Arriving at Midland it soon became apparent that I wasn't going to be the only one there so there was no way out now. Off we headed over 4km of road to get to the start of the Kep track, no more nice solid bitumen for the next 30kms. It was actually very pleasant to ride as the sun was getting low and most of the mid afternoon sting was gone. That doesn't mean that it wasn't still hot though.

First stop was at 12.4kms which doesn't sound like much but it was mostly off road and all up hill. Only a minute or so to fill up with water and we're off again heading for Mundaring. By the time we get there it's starting to get dark and I for one am

really glad that I have some good lights attached. Just a quick bite to eat (thanks Karen) and off we head in to the ever gathering darkness.

"What's going on here?! The bike won't stay straight". A flat front tyre will do that every time. Bruce had the idea that Jeremy and Roy stay with me to help with the flat while the rest push on. I know it sounded sensible but we did feel quite lonely as the tail lights disappeared off into the now very dark bush. Not to worry; we were off and going again in about ten minutes. The Kep track up past Mundaring is in very good condition so with the three of us all having some good headlights it was full speed ahead barreling through the bush in the dark. We felt like we were 6 year olds again.

At Mount Helena the Kep track meets up with the Railway trail which is the way back down to Midland. The three of us

still riding like kids didn't hesitate as we flew through Stoneville and Parkerville on the way to John Forrest National Park.

"What's *that?*" yelled Roy in disbelief as we eventually closed in on the rest of the group. It was only Bruce's tail light, but man is that a bright tail light! Through the tunnel and it was all downhill after that as we rolled past the start of the Kep track and on to finish back at Midland station.

Was it a good ride? No, it was a great ride. Novel, lots of fun and very sensibly timed to coincide with the full moon. Several of us had first aid kits with us as well just in case. Thank you Sara and Dean for a well led ride that was just a bit different. As discussed at the end I for one would love to see this as an annual CTA event that would have to be called Full Moon Madness!

Achievement Ride Successes

Congratulations to all the following who have succeeded on the various achievement rides in the past two months. Well done.



Deb at the end of the 100km AR

100km Achievement Ride Sunday 8 March 2009

- Michael Antonio
- Ali Aydin
- Bruce Beecham
- Kleber Claux
- Mark Corbett
- Stuart Crombie
- Mark Elliott
- John Faris
- Ras Gill
- Don Griffin
- Mal Harrison
- Lynn Harrison
- Michael Kater
- Paul Loring
- Cara MacNish (PB)
- Liz Marshall
- Richard Marshall
- Mike O'Hara
- Deb Palacios
- Colin Prior

- Perry Raison
- Bruce Robinson
- Chris 'Jugs' Rowley
- Jeremy Savage
- Tony Speechley
- Andrew Sturman
- Gerard TenBokkel
- Patricia Whiteford
- Lance Whiteford
- Ann Wilson

160 km Achievement Ride Saturday 14th March

- Ali Aydin (PB)
- Kleber Claux
- Mark Corbett
- Stuart Crombie
- Mark Elliott
- Mark Ewing
- John Faris

Continued on page 5



Ali Aydin relaxing at the end of the 160km AR



Mike supporting the 160km AR

Well done to Ali who achieved a personal best on the 160km ride. What made his ride all the more outstanding is that he had surgery on not one but both feet just a few months ago and has only quite recently started riding again.

Quite simply the longer rides of the Achievement series could not happen without people putting up their hand to drive along as support. Mike was indispensable on the 160 having to make a quick mercy dash to Northam hospital, when one of the riders fell ill part way through, while Robyn held the fort at the check point.

160km Achievement Ride
Continued from page 4

Michael Hook
Rob Lydon
Liz Marshall
Deb Palacios
Colin Prior
Chris 'Jugs' Rowley
Bruce Robinson
Ann Wilson

Lynn Harrison
Mal Harrison
Jack Jueson
Scott King
Erica Larke
David Lewis
Cara MacNish
Liz Marshall
Richard Marshall
Deb Palacios

Colin Prior
Bruce Robinson
Chris 'Jugs' Rowley
Jeremy Savage
Andrew Sturman
David Van Zyl
Lance Whiteford
Patricia Whiteford
Ann Wilson

200 km Achievement Ride
Saturday 28 March

Mark Corbett
Stuart Crombie
Mark Elliott
Mark Ewing
Rob Lydon (PB)
Liz Marshall
Deb Palacios (PB)
Colin Prior
Bruce Robinson
Chris 'Jugs' Rowley
Jeremy Savage
Ann Wilson

5000 in 4
Sunday 5th April

Mike Antonio
Kleber Claux
Dean Craig
Stuart Crombie
Sarah Cutts
Devo
Steve Digwood
Noel Eddington
Mark Elliot
Mark Ewing
Rob Ghilarducci
Ras Gill

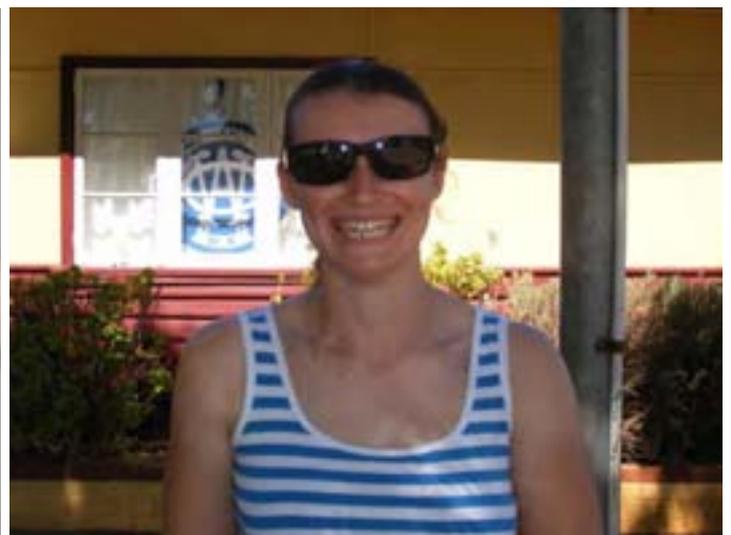


Deb and Rob in the dark at the start of the 200km AR.

Well done goes to Deb and Rob who both achieved personal bests on the 200. Both had completed the 160 just 2 weeks before but by only a few kilometres it wasn't a PB for either of them. There was only one thing to do, the 200. They look rather fresh but somewhat anxious here just before the pre-dawn start. By the end they were very tired and also very rightfully very proud of themselves.



Robyn—who with Mike— supported the 160km AR



Kelly supporting the 200km AR

So therefore a very big thank you and well done go to Mike and Robyn for support on the 160 and to Kelly for support on the 200. There were no dramas on the 200 but it can never be underestimated how much a smiling face and word of encouragement helps when there's still 80kms to go and it's all into a head wind. Thank you all!

'Biking around Bunbury'

Cathy has once again penned a fantastic poem about the CTA Labor Day Long Weekend in Bunbury (28 Feb – 2 March). Despite our rather 'intimate' accommodation at the Dolphin Backpackers, our small yet unique group had a great time. Thanks to Jeremy for organizing the weekend and for Cathy with this poem that really basically says it all!

A Poem by Cathy McNaught

*An early start, I was raring to go,
A long weekend of good biking.
With a group I've grown rather fond of,
The thought of this I was liking.*

*I caught a lift with Colin and Deb,
They kindly drove me down.
A road trip with good company,
Arriving early in Bunbury town.*

*As we unpacked at the YHA,
Other visitors watched TV.
Why would you shut yourself in there?
There's so much to see in Bunbury.*

*After the drive we were keen to start,
Where would this ride take us?
Colin had some long rides planned,
Would he manage to break us?*

*We stopped at a place along the way,
The fellow made things with wrought
iron.
Deb was in her element,
Next thing we knew she was buyin'.*

*25 k's then a massive hill,
And head wind all the way there.
By the time we'd got half way,
It was almost too much to bear.*

*Then there was a k and a half to go,
We can do that – why not!
It was the hardest hill of the day,
When done we were mighty hot.*

*Then to top off a bloody hard hill,
There was 200 metres of gravel.
After almost falling off twice,
My patience began to unravel.*

*Yummy wine when we reached the top,
Almost made up for the pain.
Then a lovely downhill back,
The slog hadn't been in vain.*

*After rolling part the way home,
We were pushed along by the breeze.
An absolute pleasure it was to ride home,
A huge relief for the knees.*

*A lift home for Erica who'd found it
tough,
Tony came to the rescue.
Just when she'd found she couldn't cope,
He'd driven past right on cue.*

*The promised route 40 k's and flat,
Well it certainly felt like plenty.
Deb decided to rename Colin,
He'd now become Colin plus twenty.*



Colin, Deb and Cathy make their way along a dirt road towards a winery

*Out to tea at a Thai restaurant,
All of us keen for a bite.
Then finding we were quite worn out,
It was back for an early night.*

*T'was a leisurely morn, no-one in a rush,
We locked 4 keys in our room.
Still sitting around in my nightie,
We were due to head off pretty soon.*

*Mark fiddled the lock with a knife,
And finally opened the door.
When who should be there at the window,
But Jeremy with one foot on the floor.*

*At brekky I sat on my bladder,
Which then leaked under my chair.
Rather embarrassing, it looked pretty
sus,
I hoped that no-one would stare.*

*Colin promised a 70 k ride,
Down to Capel and flat.
Still feeling sore from the previous day,
I was rather pleased about that.*

*Out along the beach to start,
Blue water and amazing white sand.
I could have ridden along here all day,
But then we headed inland.*

*We came to a winery, stopped for a taste,
Feasted on bickies and cheese.
After our efforts cycling,
Our hunger eased somewhat with these.*

*Unfortunately we couldn't avoid main
roads,
But it was back roads for most of the*

*way.
Colin lived up to his new name again,
It was 90 k's cycled that day.*

*The way back was flat but rather long,
I was suffering from numb feet.
By the time we were within 10 k's,
I was well and truly beat.*

*Then Deb passed me like I stood still,
Her exhaustion shed worked through it.
Leading the pack back to Bunbury,
There was no way I could do it.*

*Out for Italian we went that night,
Our appetites really let loose.
I finished off with a hot chocolate,
So thick it was like chocolate mousse.*

*Back to the YHA, not ready for bed,
Outside we laughed and drank port.
Erica went around massaging us all,
Tell you what she's a really good sort.*

*Happy and wobbly we headed to bed,
Ready for an early start.
I know it was only quite a short ride,
But the hill almost burst my heart.*

*Then it was time to pack up and go,
I exclaimed, "what a massive rack".
Erica preened and said "Thank you,
You can keep coming back".*

*It was all over far too soon,
As is always the way.
I'd had a terrific time as usual,
With my friends from CTA.*

Lift out Rides Calendar page for May / June 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.

**Saturday 2 May – Sat 9 May
Sustainable Cycle Tour – Making
Tracks**

By the time you read this, the tour will be underway! Stay tuned for the July/August newsletter for a full report on the Making Tracks tour.

**Sunday 3rd May
Leaderless Ride**

For those not going on the Sustainable Cycle Tour. Meet at Frasier's Restaurant, King's Park at 8:30am and negotiate distance and pace, depending on who's there.

**Sunday 10th May
10 in 8 'warm up'**

80kms hilly and moderate to brisk (depending on the weather!)

Join Jeremy at the Midland train station at 8:45am for a 9am depart. About 80km of playing in the hills as training for the 10 in 8 ride. This will be a fairly hard ride, but we will wait at the top of the hills (and there will be a few of them!) for everyone to catch up and if anyone wants to take a 20km short cut then that is very easy to do too!

Organiser: Jeremy: 0412 886 612 or 9493 2237

**Sunday 17th May
Heirison Island**

40km moderate pace but with frequent stopping. 8.30am start at Loftus Community Centre.

Who's actually stepped foot on Heirison Island? I think I have once in my life. So let's go have a gander before its major face lift. We'll also be looking at the great work the council has done to the river foreshore. It's going to be a long loop before we get to the island. Bring your binoculars; I'll bring mine and my bird books. Brunch will be somewhere (so bring loose change, it helps).

Organiser: Stan 9345 3552

**Sunday 24th May
Around the bridges of Mandurah.**

40km, leisurely. Meet at Mandurah Train Station at 9am for a ride around the Mandurah bridges. We head south across the Mandurah Estuary Bridge and wind our way alongside the Peel Inlet to the Dawesville Cut. We then go under the Port Boulevard Bridge and head north along the coast, across the Mandurah Bridge and stop in the heart of Mandurah for refreshments (possibly even an ice creamery). After gorging ourselves it's only a short ride back to the train station.

Organiser: Terry 9472 9887

**Wednesday 27 May
Social Night event**

CTA Swap Meet. Bring along all your old cycling parts, spares and clothing for the Swap Meet of the century! If you haven't got anything to trade bring your spare change – there's sure to be bargains galore. Supper will be supplied so please call Mark to RSVP. Loftus Community Centre,

Loftus St, Leederville (in between the new Library and the Gym). 6.30pm for a 7pm start.

Organiser: Mark Ewing 9467 5114

**Saturday 30th May to
Monday 1st June
Foundation Day Long Weekend**

It's on again!!

The weather will be cool so just perfect for three days away with CTA. Further information is available in the newsletter under 'Tours and weekends away'.

Tour Leaders Colin and Jeremy 9418 1571 or 0433 512 833

**Sunday 31st May
Leaderless Ride**

For those not going on the Foundation Day Three Day Tour. Meet at Frasier's Restaurant, King's Park at 8:30am and negotiate distance and pace, depending on who's there.

**Sunday 7th June
10,000 in 8 Achievement Ride 1**

110km hard, 9am 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 14th June

Where's the Leda?

25km leisurely. Meet at the Kwinana Train Station at 9am for a leisurely ride around the expanding suburbs of Leda, Wellard and Bertram. We will follow the edge of suburbia adjacent to large bushland areas trying not to get lost, stopping en route for light refreshments.

Organiser: Terry: 9472 987

Sunday 21st June

50km Achievement Ride Take 2

50km moderate, 9am for a 9:30am sharp start. Meet at the corner of Chittering Road and Great Northern Highway in Bullsbrook for registration and map/ride description. This is your second chance at achieving the 50km. The time limit of 3 hours 20mins (average 15km/h) should ensure that everyone has a chance of completing the distance. Participants must

book at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Colin 9418 1571

Sunday 28th June

Tour de Swan Valley

85kms moderate. Meet at Charles Paterson Park (off Canning Highway, next to the Burswood Casino) at 7:45am for an 8am start. Join Mark and Erica for a Sunday morning ride to the Swan Valley, stopping (maybe more than once!) to sample the local Swan Valley produce. 50km opt out when returning to Midland train station.

Organiser: Mark and Erica 9467 5114

Sunday 5th July

5,000 in 4 Achievement Ride Take 2

55km moderately hard, 9am for a 9:15am sharp start. Meet behind the IGA 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 (average 14km/h). Participants must book at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Colin 9418 1571

Planning ahead

Have a look at the Tours and weekends away article on page 11 for upcoming CTA events.

Foundation Day Long Weekend—30

May—1 Jun 2009

OYB 2009—12—20 Sept 2009

Ride with a Difference—20—28 Mar 2010

And also see page 12 for a request for information on cycling in Bali

PRESIDENT'S REPORT

Continued from page 1

niques and to keep your training up to date. One day you may save somebody's life. We will be running this course again, most likely next year, but if there is demand we could do it sooner.

Please let Mark Ewing know if you are interested in a repeat First Aid course.

The Achievement Rides have been going full tilt. They have had to be moved earlier than normal so they don't clash with either Bicycle Victoria's Great Escapade or the CTA's Sustainable Cycle Tour – Making Tracks tours. There have been a number of changes this year, these were detailed in the last newsletter but its worth bring your attention to them here as well:

We've added an extra series: the 'Achiever Series'. The series has all the rides of the Merit plus the 160km or 200km or 10,000 in 8 ARs, or two rides on consecutive days which together total 200km. It is likely the 100km AR take 2 will be held on a Saturday and followed by a second 100km flat ride the next day. The Achiever series will give an intermediate between the Merit and the Challenge series and add

more variety.

Because of some problems last year, we've also reintroduced the prerequisites for the longer rides.

160km AR: must have done at least the 100km AR in the same year

200km AR: must have done at least the 160km AR in the same year or the Challenge series the previous year

300km AR: must have done at least the 160 km AR or 200km AR in the same year or the Super Achiever from the previous year.

Alternatively, the Achievement Rides Coordinator may accept evidence of completing rides of similar length/difficulty as those stated in the criteria. For example, Audax Brevet, Over 55s Achievement Series, Oppy Challenge, etc.

There has been some confusion about the prerequisites, with some people pointing out that a strict application might exclude some experienced riders (eg Kleber). The purpose of these prerequisites is to clearly state a level of fitness that is required to successfully complete the rides; it is not to

exclude people who can clearly complete them. The Achievement Rides Coordinator (Colin Prior) has ultimate discretion on whether or not he thinks somebody is fit to do one of the longer rides. If you want to do a ride, and do not meet the strict guidelines, then talk to the Achievement Rides Coordinator before the ride (eg when you ring up to register 2 weeks prior). Please remember, participation in any CTA ride is at your own risk, the ultimate responsibility rests with you.

That's about it from me. I'll have been on the Easter weekend and hope to be on the Foundation Day three day tour. Alice no longer has swimming lessons on Sunday mornings so I should be on a few more of the Sunday rides. If you hear somebody calling out "See bike, see bus ..." followed by "Row, row, row your boat" it'll most likely be Alice and me. Please wave, or stop by to chat.

Safe riding, and see you on the bike somewhere soon.

Tom Hallam

A Turn for the Better: getting your bike to go where you want

By Stephen White

The November / December 2008 issue of *Australian Cyclist* carried an article (Counter intelligence, p. 74) that has changed the way I think about cornering on my bike. In it, the author, Mark Atkinson, claims that not a lot of people understand quite what makes bikes go around corners, and he offers some tips for how to improve your cornering technique.

In short, I think he's right, at least in practice. In a letter to *Australian Cyclist* (A little intelligence is a dangerous thing, March/April 2009, p. 7), Damien Jones disputes Atkinson's explanation of the physics involved. The thing is it doesn't really matter. Atkinson's advice is (nearly) spot on, and I can definitely feel the difference.

In a nutshell the point is this: making your bike negotiate a corner is trickier than many of us might think. Atkinson's main argument is that the forces that come into play when we try to turn are somewhat counter intuitive. What many believe, he says, is that (1) leaning makes our bike turn in the direction of the lean and (2) this is followed by turning the handle bars in the appropriate direction.

However, he has a couple of exercises to show the reverse is the case. Pushing forward with the right hand will cause the front wheel to turn right. That's right: pushing right turns right. Similarly, pushing left turns left. I've tried it and it's essentially true. If you don't believe me, go outside right now and try it.

Atkinson cites the example of a fellow with a motorcycle training school. They redesigned a motorbike so that the handle bar was fixed to the frame, not the forks, and then asked trainees to steer by leaning (I'd like to try this!). Apparently it's not easy to do; unless you overdo it, simply leaning a little is not an effective way to turn. Atkinson compares it to turning an oil tanker.

Much the same thing applies to a bicycle, where the forward mo-

mentum of the bike works to keep the machine running in a straight line.

So what is going on? A simple-minded application of Newton's 3rd law of motion gives the general idea: to every action there is an equal and opposite reaction. This is the law that explains why cups neither sink through your coffee table, nor spring mysteriously off it.

The spinning front wheel has a strong tendency to keep its direction constant. Commonly this is called the 'gyroscopic' effect (a point on which the AC contributors differ). When you twist it, for example by pushing with the right hand to try to make it turn left, it responds with a force that resists the twisting action. That is, it responds with a force that makes it want to turn right. Normally, under what experimentalists would call 'controlled conditions', the 'equal and opposite' reactions will balance and there's no net turning effect.

However, if you allow the reaction force to take over, the wheel will keep it turning in that direction. You do this by encouraging it, by relaxing your right arm and leaning a little to the right, so that the tendency of the wheel to turn right can be sustained. As a result, the bike turns right.

One upshot of this is that leaning follows turning, not the other way around. In fact, a little experimentation shows that leaning becomes necessary to avoid falling over in the other direction. Once the bike begins to turn right, the whole bike-person system acquires a centripetal force which tends to throw the bike to the left, and staying upright becomes quite difficult.

Actually this is a variation of Newton's 1st law of motion, summarized as the law of inertia. The tendency is for a rolling bike to continue in a straight line. If you try to stay upright while you turn, the forward inertia of your bike-person system is translated into a centripetal force that throws you outward (because of the friction of the tyres on the ground; if you do this on ice, the bike will slide sideways instead). To counter this you need to lean inward, which is like balancing the outward fall with an inward fall.

This effect can be strengthened by pushing downward on the outside pedal which most of us do instinctively, if only because a strong lean has the inside pedal clashing with the ground, with potentially bad results. (This I've also experienced!)

Damien Jones has a warning, however: it's best to not exaggerate the effort. Pushing too aggressively at speed will easily cause the bike to oversteer and the wheel can wrench in the direction of turn faster than expected. I've found if you're not careful the wheel could end up at right angles to your direction of travel with more bad results!

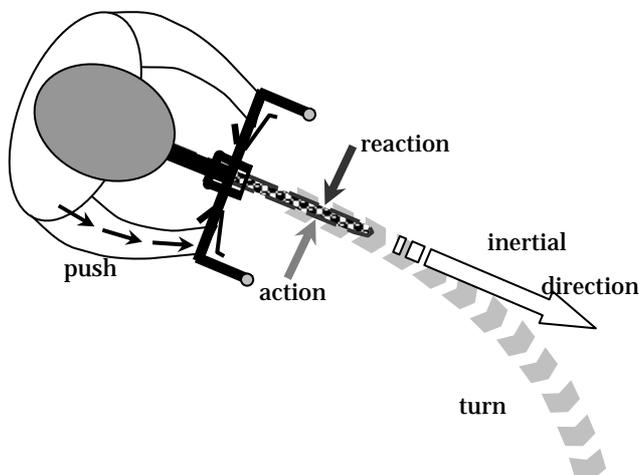


Figure adapted from *Australian Cyclist* (Nov/Dec 2008)

Continued page 12

Safety Notes

By Bruce Robinson

Choosing a helmet:

Conspicuousness

Helmets have a primary safety function. They can make you more conspicuous to motorists and reduce the risk of a collision. Plain bright colours (white or yellow) are safer than mottled dark colours. The back of the helmet is the first thing which comes into the line of sight of a motorist when approaching a cyclist who is just over the crest of a hill. If the back of the helmet is black, as many older models were, the motorist will not see the cyclist as quickly as if the back of the helmet is a light colour (especially in adverse light conditions).

Effectiveness

The Bicycle Safety Helmet Institute in the US has good guidelines for helmets (www.Helmets.org) and some test information. All helmets sold here have to comply with the Australian Standards, but some helmets may exceed the standard in energy absorption or helmet strength in the event of a crash involving multiple impacts. The recent simple crash on the CTA ride in Wellard resulted in a badly shattered helmet in a simple fall. The rider was OK, but the helmet should not have split into three pieces (a photo of this appeared in the March/April newsletter).

Helmets with spikes at the back are less safe than rounder helmets. If you come off the bike, it is best to slide along the road, like motorcyclists do if they fall when racing. Helmets which tend to adhere to the road, or which have spikes to catch in the road, are less safe as they may cause your head to rotate suddenly, causing brain injury. The current spikes at the rear of helmets show that helmet manufacturers put fashion before function. Ask the bike shop, or the helmet manufacturer to provide actual test results on that model, especially for impact energy absorption and multiple impact energy attenuation. They will probably refuse, or say that Lance Armstrong wears this model, or how light it is, or that it is in Astana team colours. Just asking for the

information is useful. If the bike shop does not even understand the question, go elsewhere. Helmet performance information was available in Australia in the past.

Clothing visibility:

Being more "visible" is increasingly recognised as a safety benefit. Everyone from truck drivers to airport staff and construction workers now wears fluorescent clothing. Fluorescent dyes reflect visible light, as do ordinary colours, but in addition, they collect ultraviolet light and then re-emit the light in the lower-energy visible range, so they are brighter than ordinary colours. Anyone wearing a bike-shop team-issue road vest would not be allowed on a building site because mottled dappled multi-colour clothing is best for camouflage, not for being seen. Tigers, leopards, giraffes and zebras all minimise their conspicuousness by using stripes and spots instead of plain colours, as well explained by Kipling in "How the leopard got his spots". (See www.boop.org/jan/justso/leopard.htm if you need reminding)

Hence large areas of single bright fluoro colours are best for daytime conspicuousness. However, they do fade and need replacing. (Don't hang your fluoro clothing in the sun when you wash it, and keep the time in the sun and bright light to a minimum when it is not being worn).

If there are logos on the fluoro clothing, they should be small, so not to break the

impression of a single colour. Other plain bright colours like white, yellow and orange (like the Over 55s club) are also good. Avoid dark sides to the clothing, as being seen from the side is also important to safety. Racing road shirts are indeed fashionable, but they significantly increase the risk of not being seen in time, compared to plain hi-visibility clothing. Anyone riding on CTA tours can see that cyclists ahead in plain fluoro colours are clearly much more visible in the distance than those in normal road shirts.

Night-time visibility is quite different. Fluoro colours do not work at night (no sunlight and no UV). Simple white is best, and retro-reflective stripes etc reflect the car-headlights back to the car. Reflectors on the bike, and on the rider (like "reflecta-sox" anklets, which are eye-catching as you pedal) are good, and are needed in addition to lights to be as safe as possible. When I was riding to work in the daytime and back in the dark, I used a daytime fluoro-vest, and then a night-time retro-reflective vest on the way home. High-quality reflective sheeting is available in many colours, and one can cover the bike-frame or parts of it. Bike mudguards are safest if they are white or silver to be more conspicuous at night, and best if covered with reflective sheeting. Almost exclusively, bike shops sell black mudguards with no retro reflectivity. Again fashion over function in the trade.



Bruce Robinson shows how to be seen at night with 'Reflecta-Sox' (from the archives of the Cyclists' Action Group)

FOUNDATION DAY LONG WEEKEND

Saturday 30th May to Monday 1st June — Revised!!

It's on again: The Foundation Day Long Weekend Three Day Tour. The weather will be cool so just perfect for 3 days away with CTA. But for those of you have booked already there have been some changes forced upon us. Unfortunately the world economic crisis has hit CTA; there was a double booking for the original first night of the tour at Windmill Farm in Bindoon. We could guarantee 30 people and the other group could guarantee 120, no guesses who had to be cancelled. Milton, the proprietor at Windmill Farm was **SO** embarrassed and equally apologetic hoping that everyone understands. All is not lost though!!!

Day 1: Midland to Spencers Brook Hotel 82kms ON road or 80kms OFF road.

Meet at Midland train station at 8:30 for a 9am start. From there its your choice of either on road along the familiar route that runs alongside the Great Eastern Highway or mostly off road along the Kep track. Which ever one you choose there are plenty of places along the way to top up with both food and water so you won't starve!

Accommodation that night is at the Spencers Brook Tavern. They have rooms for 16 people maximum (probably fully booked at time of publishing) but room for camping for as many as choose to do so.

Dinner that night is a fixed menu roast (yes Erica I'll see about vegetarian options). Total cost for camping and meal is approx \$20 and room and meal approx \$45. They offer an option of breakfast the next morning for approx \$12 that I for one will be taking up despite the fact of there being some great bakeries only a few kms up the road.

Day 2: Spencers Brook Hotel to Freemasons Hotel Toodyay 38, 48 or 78kms

I recommend stopping in Northam to top up with all the day's needs because after that there is nothing until we reach Toodyay which ever way you decide upon. That aside the route takes us through back roads, rolling hills, the Wongamine State Forest and some truly great downhills before ending the day at the Freemasons Hotel in Toodyay. CTA has stayed there before and they are looking forward to seeing us again.

Accommodation is again approx \$35 per person and their meals average about \$20 each. If we get enough starters they will put on a roast for us at a good price. Breakfast the next morning is either a complimentary continental or stop in at one of the bakeries in Toodyay. If anyone is interested in camping there is a caravan park 1.5kms from the Freemasons Hotel.

Day 3: Toodyay to Midland 70 or 90 kms

There are three ways to get back to Midland from Toodyay, either the 70km route straight down Toodyay road, the longer 90km route along back roads that parallel the Great Eastern Highway (mostly the same as day 1) or even the Kep track again. Whichever way you choose there are still several shops along the way to keep you fuelled so that you get to Midland before heading off home.

As per normal, non cycling family members are not only welcome but encouraged.

Tour Leaders: Colin and Jeremy 9418 1571 or 0433 512 833

OYB 2009—WHEELS, WHEATBELT n' WILDFLOWERS

12—20 September 2009

Brochures and entry forms for this year's On Your Bike are now at the printers and will be sent out shortly if not already by the time of printing the news letter. Make sure you are quick to re-

turn your form - there are 15 spots fewer than last year! Re-member, financial CTA members only!

Tour leader: Colin Prior 9418 1571

THE RIDE WITH A DIFFERENCE

Saturday 20 — Sunday 28 March, 2010

The expressions of interest in the concept of the Busselton Ride with a Difference as per the Chain Letter have been exceptional. The week of March 20-28 was selected on the excellent advice of the Mandalay Holiday Resort and Tourist Park (now five star). 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.

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

A turn for the better:

getting your bike to go where you want

Continued from page 9

All very dicey, and no wonder it takes most people a while to get the hang of it. But definitely worth trying for yourself. I've found I can, with courage, take corners and intersections a lot more sharply than I used to and the whole effect is helped by keeping my shoulders relaxed and a soft grip on the handle bar.

CYCLING IN BALI

Has anyone done any cycling in Bali? I am interested in hearing anyone's tales or clues on whether this is a worthwhile cycling destination.

While I have done some web surfing I would like to hear from anyone who may have done this e.g. is it a good place to go? Is it too hilly, too touristy?

Any clues on hiring a bike over there etc?

Please email with any info to j.comfort@curtin.edu.au.

FOR SALE

2 person Macpac tent

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

Contact: Lance 0409 905 995

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

Brooks "professional" saddle \$100

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

Contact: Mal 9358 5257

CTA CLOTHING

Shirts, jerseys, socks and mirrors — plan ahead for up-coming tours. Let me know what you want, or if we don't currently have your size in stock, I'll add it to the next order.



Short sleeve Coolmax shirts

Classic CTA yellow with red stripes, \$95. Available sizes: men's S-XXL, women's 10-16

Long sleeve Coolmax jerseys

Classic CTA yellow with red stripes, \$110. Available sizes: men's L-XXXL, women's 10-16

Long sleeve full-front zip and short sleeve

Polo shirts, hi-viz orange, quick dry, pockets at back, CTA logo on front, club name on back. Each \$35 = extra \$5 to have your name embroidered on

front. Available stock: long sleeve sizes 10, 12, 16, 18; short sleeve sizes 16, 18, 22

Cool cycling socks

Red/yellow with CTA logo printed on ankle. Great bargain (and excellent birthday present) at \$10 a pair. One size fits all (8-11). Plenty in stock.



'Take-A-Look' mirrors

Like having an eye in the back of your head! NEW STOCK NOW IN. 48 mirrors, fix to frame of sunnies/spectacles + limited number of helmet adapters. Mirror only \$20 (same as previously); helmet adapter \$5 each.



Call Stephen White (08) 947 181 68 to check availability or place an order. Pay by cheque ("CTA Clothing") or cash.

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Government of Western Australia

www.dpi.wa.gov.au/cycling

The CTA Achievement Ride Series

Introduction

The CTA conducts a series of "Achievement Rides" (ARs) 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 page 2 for contact details**).

The origin of the series was for set distance rides so that touring cyclists could train for loaded pannier touring. The philosophy being that if a rider could ride X kms unloaded in a day then they should be able to ride half X in a day when fully loaded. For example, if someone could do the 200 km ride then they should be also able to cover 100 kms on a loaded touring bike. The longest ride in the series is 300 kms on the basis that 150 kms per day is the absolute maximum that could reasonably be attained fully loaded.

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

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

Coordinator if you would like badges.

Ride series

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

Series	Rides
Merit	50, 100 km and 5000 in 4
Achiever	50, 100km. 5000 in 4 plus any <i>one</i> of 160, 200 or 300km or 10000 in 8 or 100km AR and a further 100km the next day
Challenge	50, 100, 160, 200 km, and 10000 in 8
Super Achiever	50, 100, 200, 300 km and 10000 in 8

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

Changes in 2009

During the recent AGM there was quite some discussion about the way ahead with the Achievement Series for 2009 and onwards. The main issue raised was that many people felt that there was too much of a jump from the Merit to the Challenge Series. It has been decided to add a new series known as "The Achiever". This level will include all the rides of the Merit Series plus any one of the longer achievement rides. (See table above).

The Achiever Series is still in its infancy and has scope to be changed so may include different rides in the future; keep an eye on the news letter for details. The Merit, Challenge and Super Achiever Series remain unchanged.

(The unofficial level of "Over Achiever" is awarded when you ride to and from the start of the 300km AR. Kleber is the only person known to have done it!)

Qualifying to start the 160, 200 and 300km ARs

Due to their length, difficulty and time taken to complete there are qualification criteria to be eligible to start the 3 longer

ARs. See the following table.

If you have completed a ride of similar length and/or difficulty to those stated in the criteria e.g. Audax Ride or Over 55s Achievement Ride, and can produce some evidence as proof, then please contact the AR Coordinator if you wish to be considered eligible to start.

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

160km	100km same year
200km	160km same year; or Challenge Series previous year
300km	160 or 200km same year; or Super Achiever Series previous year

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.

Achievement Rides support

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.

Dates for 2009

Take 1

Sun 7 June	10,000 in 8
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Take 2

Sun 21 June	50km
Sun 5 Jul	5000 in 4
Sat 8 Aug	100km
Sun 9 Aug	Extra 100km

Achivement Rides Successes

See Pages 4 and 5 for the recent successes in Achievement Rides.

ONYA BIKE—ONYA TRAIN

There is without a doubt only one person that we think of when we hear the phrase 'CTA living legend', none other than Kleber Claux. He is the only known member to have reached the very unofficial level of 'Over Achiever' in the annual achievement series. The Over Achiever is when you ride to and from the start of the 300km ride.

The number of strong riders less than half his age who have been forced to eat a big serving of humble pie climbing the hills to the east of Perth is countless. This is all on a bike that was old in 1983.

Imagine then the shiver and whispers that ran through the club when it was rumored that Kleber had been seen catching a train to the start of a ride! It can't be true. But sure enough photos don't lie.



Kleber NOT riding to the start of an Achievement Ride

MEMBERSHIP DETAILS:

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

- 1. Renewal Adult membership \$40.00
- 2. New Adult membership \$35.00

- 3. Full-time Students/Pensioners \$23.00
- 4. Dependents under 18 no charge

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

The CTA is a non-Government organization relying on membership fees, donations and volunteer labour to achieve our aims and objectives.

These monies help provide each member with six newsletters per year, a number of social evenings with suppers, weekend trips and tours at cost, and a library, to name a few of the material benefits.

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

