

THE CHAIN LETTER

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

September/October 2009

Issue 208

PRESIDENT'S REPORT

I'm going to start by discussing an ongoing issue: safety on rides. Particularly, keeping left and helmets.

There have been a number of people raising concerns about riders failing to keep left or riding in single file so that they have created a significant hazard for themselves and other riders around them. If you fail to keep left when visibility is poor then it only takes one oncoming vehicle to cause a serious accident. An accident not only affects you but it also affects other riders, especially if they get caught up in it. When you stop you should always pull of the side of the road/path so others can pass safely. Be considerate and don't put others or yourself at risk.

Recent changes to WA law now require cyclists to ride in single file on shared paths. Whilst I appreciate that you may not agree with this, the appropriate action is for you to take the issue up with your local member and not to flaunt the law whilst on CTA rides.

WA law requires all bike riders to wear helmets whenever they are on the road or shared paths. The club's policy on rides is that all participants must wear an approved bicycle helmet as required by law. If you or somebody you are responsible for turn up without a helmet then I'm sorry, but you may not participate in a club ride.

Paul Loring is going to be running a 'Braking Session' on the 18th of October.

This session is suitable for both experienced and inexperienced riders and I encourage you all to attend. Details are in the rides calendar.

This years On Your Bike (OYB) looks like it's going to be fantastic. I've just been up to Exmouth, (by car unfortunately) and the wild flowers were already putting on a good display when we came back. The next few weeks will see the northern wheat belt bloom. The wild flowers should be spectacular for OYB.

I've had a couple of people contact me with comments about the club website and references to sites that they think are par-

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Christina and Dave both very proud of themselves after having completed the second half of the 200 in 2 days when they both did Personal Bests of 100km. Well done!!

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CTA COMMITTEE

PRESIDENT

Tom ☎ 9444 4107 (H)
thallam@inet.net.au

VICE PRESIDENT & ACHIEVEMENT RIDES COORD.

Colin ☎ 9418 1571 (H)

SECRETARY

Deb ☎ 9418 1571 (H)

TREASURER

Ann ☎ 9444 5160 (H)

SAFETY & PROMOTION

Bruce ☎ 9384 7409 (H)

EDITORS

Erica ☎ 9467 5114 (H)
ericalarke@yahoo.com.au

John ☎ 9485 2330 (H)
jgf@avmed.org.nz

SOCIAL COORDINATOR

Mark ☎ 9467 5114 (H)

RIDES COORDINATOR

Jeremy ☎ 9493 2237 (H)

CLOTHING

Stephen ☎ 9471 8168 (H)

ADDITIONAL COMMITTEE

Nola ☎ 9361 6297 (H)

Roy ☎ 9398 6523 (H)

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

P.O. Box 174 Wembley 6913
CTA Email: info@ctawa.asn.au



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

Grant Crowe
Cristina Torres da Silva
Clyde Gale

We also welcome Ann Murdoch back to the association

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

REPORTING CYCLING HAZARDS

All riders are encouraged to make a note of hazards observed during their rides (especially on new roads or paths).

BikeWest received notice that as from 1 April 2009 Main Roads WA would no longer have the resources to action queries forwarded from the online Department for Planning & Infrastructure hazard reporting system. BikeWest has updated its online information and made changes to streamline their hazard reporting system. Hazards can be forwarded directly to local governments, Main Roads or to the PTA. They have provided a map to assist with determining which agency to send the report to.

Main Roads will retain its fault reporting link <http://www.mainroads.wa.gov.au/OtherRoads/Pages/ReportProblem.aspx> and its 24hr telephone hazard reporting hotline (138 138).

It is recommended that in addition to reporting hazards to the appropriate local or state government agencies, copies of information should also be sent to Bruce Robinson, bruce.robinson@westnet.com.au and to the Bicycle Transport Alliance at BTA_WA@hotmail.com



Supporting Cycling for over 60 years
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Tel: 9430 5414 Fax: 9430
4062

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

DEADLINES: Contributions for the next issue (September/October) should be sent to the Editors (telephone Erica or email editor@ctawa.asn.au) no later **6 October 2009.**

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.

Tour de France Exposé

By Erica Larke

Rob Arnold is a man that many cyclists would envy. In 1998 Rob started the popular 'Ride' magazine and also produces the official Tour de France guide. Rob's title these days is Editor of Ride magazine. An approachable man, Rob was more than willing to have a chat to me about the other part of his exciting career; he has a contract with the Aumory Sport Organisation (ASO), the official owners of the Tour De France.

At the start of each tour, Rob flies to France and sets himself up in a rather large truck at the end of each race stage. This is his office during the tour where he spends each race day updating the content for the English version of the Official Tour De France website.

"I see more of the tour than anyone... but I actually see less as I'm stuck in the truck. I think I've actually watched three stages live" says Rob,

Working alongside a French representative from ASO, Rob is surrounded by 9 stage cameras and listens intently to the official radio and television broadcasts.

"I need to watch the live coverage and know exactly what is happening all the time. My job is to provide minute by minute updates on the internet. I also have to update the 'Stage Summary' which is the very technical data and stats that go on the web".

Giving a hand to the TV commentators on air is another part of Rob's job. "I get a kick out of sending a fact through to the commentators, for example a rider's birthday, and then hearing the commentators repeating the fact on air only seconds later".

"What do I enjoy about my job? Well I get to do interviews with the stage holders and jersey winner at the end

of the day. I really enjoy the fact that we have such a large audience too – 4 million unique visitors to the website."

I then asked Rob more about his special access to the riders. "I have a red armband that gets through security as I work for ASO and this gives me exclusivity to the riders, away from the media scrum. They come straight to me after leaving the podium for a quick 3 – 4 minute interview. The interviews need to go to air ASAP so we try to get a decent quote but I don't have the luxury of long interviews."

Do the riders collapse with exhaustion after stepping off the podium?

"Well, that's a really good question. They are absolutely composed and not out of breath. It's amazing. Emotionally they can get a bit strung out with the interview questions but physically they're OK."

Who are the good characters to interview?

"Thor Hushovd was so cold when he had finished his stage – he was absolutely blue. However he handled the interviews with such grace and dignity. Robbie McE-

wen really understands what the media wants and follows protocol whereas Cadel Evans got frustrated with questions being repeated all the time."

....And on Lance Armstrong?

"No matter what you think of Lance Armstrong you can't help be impressed with him. He is a politician as well as a bike rider. He has really taught himself how to handle the media."

But on the road... well, Rob has a very different opinion!

Rob obviously has a passion for cycling and gets on his bike with his young son strapped in every weekend. For those of you who want to know what the Editor of a cycling magazine prefers to ride, Rob has chosen a Scott Addict R DI2. He's never been a professional rider but has always been a professional writer.

With his years of experience Rob appears to have many, interesting (and some rather disturbing!) stories of the tour and I'm grateful and delighted that he took the time to impart his knowledge to us.

Rob Arnold's website is www.ridemedia.com.au



'Rare photo of the 1940 Tour de France' (Photo submitted by John Bell)

A Tour on a Big Island in a Very Big Lake

By Mike Norman

While on a tour of France in 2006 (ie 'Tour des Patisseries' featured in the Chain Letter Jan/Feb 2007) we met a Canadian couple, Bruce and Leslie, and ended up riding together for a few days.

In June I travelled to Canada to attend a Congress and when it finished I took some time off and visited my new Canadian friends to do a bit of walking and cycling in their part of the world. In late June I landed in Toronto and together we motored out to see the astounding Niagara Falls. We then went up to Port Elgin in the 'cottage district' of Ontario to enjoy a fireworks display at the town's harbour on Lake Huron on Canada Day (July 1st). A harbour on a fresh water lake! Yes, not only a harbour, but Lake Huron is such a huge lake it has beaches complete with waves, light houses, ship wrecks and a flat horizon.

Lake Huron measures some 330km long, 245km wide (a water volume of 3,540 cubic km) with some 30,000 islands within it. Now that is a bucket load of fresh water that we would kill for in dry old Australia!

The plan was to visit one of these islands on touring bikes and ride around part of it for four days. One little problem – we needed three touring bikes and Leslie and Bruce only had two. The Port Elgin cycling shop said they would hire us one, but when we got there, we found it was a short

framed alloy road bike with 23C tyres! Bruce had a Bianchi steel framed road bike with a longer wheel base, so we decided to use that instead.

With a bit of mucking around we fitted a back rack and panniers so my heels just cleared the panniers. More improvisation making a third spot for a bike using a fence paling on the roof rack and we were off to the Bruce Peninsula to do a day's walk on part of the Bruce Trail (which meanders from there 800km to the south) and then catch the ferry to Manitoulin Island.

We left camp very early to be at the by 6:50am. My friends knew you had to be on your bikes lined up in front of the motorbikes, cars, caravans and trucks, because if you don't ride on first, you are not allowed on at all.

Once on the island the roads were generally quiet and we rode past many small towns, picturesque farming land and conifer forests. There were also small islands within many of the lakes on the island. In fact during our four day tour we circumnavigated Lake Manitou and many other smaller lakes. The weather was in the low twenties and it only rained one night and morning. Not too many hills either but personally I like hills.

There is much to do and see on Manitoulin Island. There are many walking trails that you can hop off your bike and

stretch your legs. There is a 'Great Spirit Circle Trail' where you could see First Nation properties and museums. You can even attend a Pow Wow. Top that off with some good camp grounds and restaurants, it made a good place to cycle and camp.

The only downsides of the Manitoulin Island cycling tour were:

Black flies, which were prevalent at a couple of camp sites (and left a nasty red lump if you weren't covered up or applied repellent)

A tin of American meatballs Bruce served as part of dinner at camp on the second night. The meatballs and associated 'gravy' was the closest thing to dog food I have ever tried to eat. Needless to say, it was the source of many jokes for days to come.

Not seeing a real black bear to take a picture of. I found this disappointment 'unbearable'!

After a nice lakeside lunch at South Baymouth, we again caught the ferry to return to the Bruce Peninsula. The next day we took it easier and visited the Bruce Power nuclear power plant which, when all reactors are running, pumps out a massive 6.6 GW of electrical power. If you have ever watched Homer Simpson working at his nuclear power plant, one could assume I have returned back to Perth 'glowing'!



The closest I got to a bear!



Waiting for the Ferry

CTA members roll up their sleeves

By Erica Larke.

Kleber Klaux and Mal Harrison share something in common - apart from both being CTA members with legs of steel. Both Kleber and Mal regularly roll up their sleeves for a good cause and donate blood at Red Cross.

"I suppose I've been giving blood for about 15 years now," says Kleber "I started giving whole blood but now I give plasma"

"It all started when I was working at Murdoch University and the Red Cross mobile blood service came around. Some of the guys I was working with thought it was a

good cause and the University was very supportive. And I've been giving blood ever since."

Giving blood also seemed to bring out Kleber's feminine side; "The first time I gave blood the nurse appeared to be handing out free tablets. I asked the nurse if I could have one and she asked me if I was menstruating. Apparently they were iron tablets for the female donors".

But ultimately donating blood gives Kleber a feeling of altruism and good will.

"Giving blood is no big deal and you can help someone else. If the old farts of the CTA can donate, then so too can the young ones!"

For Mal, donating blood takes on another meaning. Eighteen months ago Mal was diagnosed with haemochromatosis – an overload of iron in the blood. The disease is maintained by regular trips to Red Cross and giving a donation, which decreases the level of iron in his system. The benefits of this process are twofold; Mal can get back on his bike and enjoy good health whilst his blood is used to help save the life of another.

"I don't have to give blood that often anymore but it's a symbiotic relationship. The whole process takes around 45 minutes – there's an interview and then the actual donation itself takes me around 6



Mal—extraordinary guy—blood donor

minutes. Other people it can take up to thirty minutes" says Mal.

"They keep all of my blood - they can blend it with other blood of the same type and use it. Afterwards I have piece of cake, some cheese and a cup of tea. It's very relaxed and happy – they're good fun!"

2009 is the Year of the Blood Donor. With the recent launch of the new Blood Donor van, it's even easier to organise donations. So during this global financial crisis, do something different to help others that doesn't involve cash.

Contact the Red Cross Blood service and make an appointment today.

Phone 13 14 95

www.donateblood.com.au.

Who can give blood?

Most people are able to give blood if they:

- are fit, healthy and not suffering from a cold, flu or other illness at the time of donation
- are aged between 16-70 years (in some states 16 & 17 year olds require parental/guardian consent)
- weigh more than 45kg (16 & 17 year olds need to weigh more than 50kg)
- have eaten a meal and had 3-4 glasses of water/juice prior to giving blood.

The most important exclusions are those who have lived more than 6 months in the UK between 1980 and 1996 and those whose sexual or recreational drug use increases their risk of HIV, hepatitis B or hepatitis C

Your rights and responsibilities on a CTA Ride

It is important all members remember their rights and responsibilities on a CTA ride. The sign in sheet for all rides has some fine print we may not always read—so why not do so now!

I, the undersigned, am aware that during any ride certain dangers exist that are inherent to riding a bicycle. By my participation in this ride I certify that I am aware of all the inherent dangers of bicycle riding and the relevant road legislation applicable to bicycles. I also understand that I agree to the Constitution of the Cycle Touring Association of WA.

I understand that it is not the function of the ride leader to serve as a protective guardian of my safety. I am in good physical condition and am sufficiently competent to handle the bicycle in all conditions that I can reasonable expect to encounter. I also understand that I am responsible for the operating condition of my bicycle. I understand that helmets are required to participate in any CTA ride.

I understand and agree that neither the Cycle Touring Association of WA, its officers nor ride leaders maybe held liable in any way for any occurrences or accident in

connection with the ride. I further agree to hold harmless the Cycle Touring Association of WA, its officers agents and ride leaders from any claim by me, my family, estate or heirs arising out of my participation in this ride.

I am of lawfully and legally competent to sign this affirmation and release. I understand that the terms of this document are contractual and that I have signed it of my own free will. (Parent or legal guardian must sign for persons under the age of 16.)

Railtrails Australia Visit to Collie (March 2009)

Frank Kinnersley of Railtrails Australia kindly submitted an article on his experiences riding in WA. I came across Railtrails when a Victorian friend of mine signed me up to their quarterly newsletter. The organisation promotes the preservation of old rail corridors for alternative public uses such as cycling, horse riding and bush walking. They liaise with other groups to promote the rail trail concept and publish a quarterly newsletter, books, brochures and maps. Thanks to Frank for passing on his article to the CTA. - Erica Larke.

“Earlier this year, Railtrails Australia committee member Frank Kinnersley travelled to WA with partner Tess Murton to participate in the Great Escapade and for other cycling adventures. They took this fantastic opportunity to gain more knowledge of rail trail developments and meet the people involved.

While Frank lives in Melbourne he is not unknown to CTA and cycling in WA having participated in a Nullarbor ride, a Great Perth Bike Ride and some CTA day rides when visiting WA. On this occasion Frank was able to cycle various trails with Tess patiently waiting further down.

While Tess explored the interesting shops in Darkan, Frank started cycling from the preserved Darkan Railway station precinct down the 47km of the Collie to Darkan rail trail to Buckingham where a coal mine is still operating. When the mine operations are complete the trail will extend to Collie.

The trail passes through trees and farmland scenery to entertain the rider. The

route roughly

parallels the road but gives a different view of the area and of course is a more cycling friendly gradient. The locations of the original sidings or stations are marked sometimes with history explained. The Bowelling Station building can be inspected and used for shelter, but currently has no facilities.

Some parts of the surface on the western end of the trail had been damaged by vehicles but it was a delight for Frank to have kangaroos join him from the bush and accompanying him along the corridor.

The Friends of the Collie to Darkan Rail Trail Group was formed in 1999 and have

done a great job of developing, maintaining and planning improvements to this trail. Together with the Williams Recreational Trail Committee they are planning to extend the trail past Darkan. The aim is to plant out the rail corridor to expand flora and fauna corridors. Their dream is to link the Dryandra forest near Narrogin to the tall forests near Collie. At Collie the trail would link up with the Bibbulmun Track.”

A brochure on the trail is available from various tourist information centres and information on this and other Rail Trails can be accessed on the Railtrail Australia website www.railtrails.org.au



The Collie end of the trail



Old railway formations make for excellent riding conditions

Lift out Rides Calendar page for September—October 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.

Sunday 6th September**Hills with a view**

58km, moderate and very hilly! Meet at 8:45am for 9am start. Starting at the Beckenham train station we will head up to the Perth foot hills via Crystal Brook Rd. We will find ourselves climbing through Kalamunda's gorgeous winery valley before heading into the back of Kalamunda then a very gradual down hill via the Zig Zag. However the climbing is not finished yet as we'll then go back up into Kalamunda via Kalamunda Rd. Once at the top for the last time now we stop for a well earned coffee. Total ups 823m, total downs 823m.

Leader: Colin 9418 1571

12th to 20th September On Your Bike 2009

Have a look at the Tours and Weekends away article on page 10 for an important update.

**Sunday 13th September
Jeremy's idea of fun**

80km, hilly and moderate to brisk (depending on the weather). Join me at the Midland train station at 8:45am for a 9am departure. This ride will be 80km of playing in the hills. A fairly hard ride, but we'll wait at the top of the hills (and there will be a few of them!) for everyone to catch up. If anyone wants to take a 20km short cut then that is very easy to do too!

Leader: Jeremy: 0412 886612 or 9493 2237

Sunday 20th September**Leaderless Ride**

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

**Sunday 27th September
Tom's Tootle**

40km leisurely pace. 8.30am for a 9am start from Kings Park. A gentle ride around Claremont and the river with Tom and Alice. Plenty of time for coffee and a baby cino. 8.30am leave 9am Kings Park

Leader: Tom 9444 4107

**Sunday 4th October
The Freeway PSP Super Achiever Ride**

120.5km, groups of moderate to strenuous. Meet at Mandurah Train Station at 9:20 for a 9.30am sharp start. Come and ride the full length, (or part thereof), of the recently extended Freeway PSP. We head South/East 14km to South Yunderup to the start of the Freeway and the PSP. Then it's 106.5km north to the end at Burns Beach Road, with only 5.5km on road. There will be plenty of opportunity for rest stops and the convenience of returning home by train after a great ride.

Organiser: Kleber 9354 7877

**Sunday 11th October
Mountain biking on the Munda Biddi**

50kms of moderate mountain biking.

Join Jeremy in Jarrahdale at 8:30 for an 8:45 start for a relaxed ride through the bush on the fabulous Munda Biddi trail. We will travel to the Wungong campsite for a quick drink and a carbo bar, then to the Jarrahdale General Store for coffee 'n' cake or a famous Jarraburger! Meet at the Jarrahdale General store at 9am (plenty of room for car parking). A great introduction for people to the Munda Biddi and is one of the nicest parts of the trail.

Leader: Jeremy 0412 886 612 or 9493 2237

**Sunday 18th October
Braking and cornering session**

Kings Park car park behind Frasers 7:45am start. It's time to have some coaching on some rather basic but often neglected principles of cycling. Paul Loring (CTA member and cycling coach) will be leading a 60-90 minute session that will include some assessment and interval training. This session is not aimed at novice riders but everybody. There will be a short ride to Cottesloe for coffee after the training. Everyone is welcome to join in for either part of the morning or both.

Leader: Paul Loring and Jeremy 0412 886612 or 9493 2237

**Social Night Wednesday 21st October
A night in the bike shop**

7pm to 9pm. Join Mickey and the crew at Bikeforce (87 Canning Hwy, South Perth) for an evening of advice and conversation

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LIFTOUT RIDES CALENDAR

Continued from page 7

on all things to do with bikes and cycling. Supper provided so please RSVP by Friday 16 October.

Organiser: Mark 9467 5114

Sunday 25th October Cape Bouvard Winery Ride

75km, moderate. Meet at Mandurah Train Station at 9:30am for a scenic ride alongside the Peel Inlet and Harvey Estuary to the Cape Bouvard Winery. There we will enjoy lunch and some wine tastings by the shores of Lake Clifton. I will talk Simon into coming so that he can carry any wine purchases in his panniers for the return journey to Mandurah. Please book with Terry one week before to confirm numbers

for the lunch.

Leader: Terry 9472 9887

Friday 30 October – Sunday 1 November TGIF Halloween Weekender

Join Mark and Erica for a Halloween celebration this year with a weekend away to Guilderton Caravan Park (one hours drive from Perth). Stay in a self contained chalet or camp and enjoy two days riding on or off the road. More details are on page 10.

Planning Ahead

Have a look at the Tours and weekends away article on page 10 for upcoming CTA weekends away and tours.

Sunday November 15 Picnic by the Lake

50km, moderate. Meet at Clarkson Train Station at 10am for a ride along quiet back roads to the Yanchep National Park. We will stop and rest on the shores of Loch McNess for a picnic lunch, keeping our eyes open for the infamous “McNessie”. Food and drinks are available at the park or you can bring your own. Invite non-riding partners and family to join us for the picnic (note that there is a \$10 entry fee to the park per car, but bikes are free). After the picnic we will return to Clarkson via the same route.

Leader: Terry 9472 9887

Ride with a Difference: 20-28 March 2010

PRESIDENT’S REPORT

Continued from page 1

ticularly good. There should be some visible progress on this soon. More input is welcome, especially from people with

graphic design skills.

As we approach the end of the year the AGM and the election of committee mem-

bers move closer. We’ll be looking for people to fill a number of positions as some committee members are feeling that they have ‘done their time’.

If you think that you could fill or assist with any of the positions then please contact the committee. I’m sure that any of the incumbents would be happy to discuss what their position requires and how you could assist.

That’s it from me for this issue. See you on OYB if not before.

Tom Hallam

CTA President Tom Hallam on a ride with his daughter, Alice Tanner



Toddlers on bikes

By Bruce Robinson

Both children, parents and carers enjoy going on bikes together, whether it's a ride to the local playground, or a 500km eight day tour (as Mickey, Jo and 11-month Kit did with their bike-trailer with the May 'Making Tracks' tour).

Beside the traditional rear-mounted child seat, there are kid trailers and front mounted seats. All it needs is some patience and preparation, like ensuring in advance that the toddler is used to wearing a helmet and it has been adjusted firmly.

Some members have had problems with rear-mounted seats and trailers which do not allow the child to lean back without the helmet pushing the child's head forward into an uncomfortable position. Some children's helmets have flat sections on the back to help avoid this problem.

Tom Hallam takes Alice to day-care in his

bike trailer, and I take our granddaughter Ella for short rides around the neighbourhood, just as I took our own children around when they were little, including riding up Reabold Hill with one.

I strongly recommend front-mounted child seats as the child can see forwards without leaning out, and the adult and the child can talk to each other very easily. "Look at the fluffy cat", etc. The adult can see all the time what the child is doing without having to look around, and the child has the adult's arms right around for reassurance. The front seat is suitable for quite big kids, up to



Kit Boulton at a pit stop near Collie

four or five years old, as the bike handling dynamics are much better with the child more central (but low gears are an advantage for the rider!). The front seat I use can be easily removed in around 30 seconds, so need not be on the bike unless the child is to be carried.



Ella on a front mounted seat with grandfather, Bruce Robinson



Alice Tanner following after her father, Tom Hallam

Tours and Weekends Away

On Your Bike 2009:

Wheels, Wheatbelt 'n' Wildflowers

12th – 20th September

There are still 4 places left! Originally we were restricted to 115 total at New Norcia but due to some upgrades there, we may now increase the number to 120. Furthermore, the original number of 40 beds available in a variety of dormitory styles is now retracted, its 80 beds available. If you or anyone you know wants to come along then contact Colin on 9418 1571 or 0433 512 833.

Correction to the OYB Booklet: Day 1 Guilderton to Gingin

Recently several people have contacted me after they had noticed that the directions for day one in the OYB booklet are incorrect and that they are actually the directions for day 9. The directions for day 9 though are correct. First and foremost please let me assure you that Ann sent all the correct directions to the printer and

Interim km	Total km	Turn	Direction
0.0	0.0	START	From Guilderton General Store
0.2	0.2	LEFT	At roundabout onto Gordon Street
0.3	0.5	RIGHT	Onto Mullins Street
0.4	0.9	RIGHT	At T junction
6.1	7.0	RIGHT	At T junction onto Indian Ocean Drive
5.9	12.9	LEFT	Onto Gin Gin Brook Rd
11.2	24.1	STOP	Water Stop on the left
0.0	24.1	CON-TINUE	On Gin Gin Brook Rd
17.8	41.9	LEFT	At T junction onto Brand Hwy
0.5	42.4	RIGHT	Onto Gingin Access Road
4.9	47.3	RIGHT	At Aquatic Centre sign
0.4	47.7	ARRIVE	At Gingin Sports Ground

that the printers have accepted that the error is totally their fault!

Above are the correct directions as they should read in the booklet, further, we will have copies of the correct directions avail-

able at the start so no matter what happens you shouldn't get too lost.

Colin Prior

Friday 30 October – Sunday 1 November

TGIF Halloween Weekender

Celebrate Halloween this year with a weekend away to Guilderton Caravan Park at the Moore River (one hours drive from Perth). Stay in a self contained chalet or camp - the choice is yours! Bring your partner and friends and enjoy a weekend of riding, fishing, walking and relaxation..

Heading up straight after work on Friday for an evening BBQ or a nights fishing. The park has nice new amenities and a fully equipped powered camp kitchen with fridges and free BBQs. For all your supplies the local store is always stocked with groceries and a bottle shop attached.

But that's enough of that, what we really came to do is ride! So Saturday morning we will head off around 9am from the

Guilderton Caravan Park. I have mapped out and planned a number of rides with different options and directions as well as distances on or off road (there is a dirt road section 25km which is an option). We will decide on the morning where we will go and how many different groups there will be. The majority will rule and the forecast on the day will be a factor as well. As for Sunday, once again the choice is ours, but don't expect to get back to camp until mid afternoon.

RSVP by the Sunday 18 October as numbers are limited. Campsites have been prebooked. All accommodation must be booked for both Friday and Saturday nights (Guilderton Caravan Park

rules). You cannot come up for Saturday night only and stay at the Caravan Park. If you wish to book a self contained chalet, then book your own and please let Mark or Erica know when you have done so.

Distance: 160km-ish (for the two days rides).

Difficulty: leisurely to moderate, flattish.

Emphasis: fun!

Erica and Mark 9467 5114

Ride with a Difference
20—28 March 2010

See page 12

The Inaugural 200 in 2 Achievement Ride

By Colin Prior

Last year some time I was riding along with Rowena when she said "I really don't think I could do much more than 100km in a day, but I would like to try doing 200 in 2 days". That throwaway line and Rowena's persistence were the seed for a new ride in the Achievement series, '200 in 2 days' and a new level in between the Merit and Challenge called the Achiever.

Several months later on a damp Saturday morning in August a small but enthusiastic group headed out from Armadale train station on the CTA's standard 100km Achievement Ride route up through the hills. The first part of the course heads up Bedforddale hill, most of the way to Jarrahdale, then across to Serpentine dam. There's a cafe at the dam and most of us took that opportunity for a quick stop and something to eat.

The weather had cleared up so that it was a very pleasant day by now and Cara and I headed off together trying to catch Mike, Bruce and Dave who hadn't stopped. The

climb out of the dam is tough but soon over, next we were flying down out of the hills onto the flat lands for the last 30kms. With 20kms to go we arrived at Mundijong to find the boys sitting outside the IGA eating cakes. I wish I'd taken a photo of Bruce covered with chocolate icing! Soon we arrived back in Armadale and bid each other "See ya tomorrow at Raffles" for the second act.

The second part of 200 in 2 days started at the Raffles hotel and went along a relatively flat course around the river. Navigation along the many twists and turns could be summed up as "Keep the water on your left!". Eight of the ten starters from yesterday were there again plus several others including two new members Dave and Christina who were both attempting a Personal Best. Jeremy knew the course really well (he invented it) and even though it was still an achievement ride we set out attempting to stay together as a group. The weather was perfect, despite the previous nights predictions, and

before we knew it we were past the Canning River and on towards the Ascot Racecourse.

"Are we stopping anywhere for a break?" was starting to get to be a popular question when we deviated left behind the bell tower and found several places to fill up with both food and caffeine. Rejuvenated we had the hardest part of the ride to go. Up until now it had been totally flat but there were a few ups and downs from here on in, all the way back to Raffles. Although some people really felt the effects of the last part by the time we got to the end all finished in time with everyone agreeing that it was a great ride and congratulations go to Rowena for the idea in the first place.

I think the idea is here to stay. We may do the second part on a number of different courses but the 200 in 2 days was nothing short of a total success and was the first change in the achievement series of rides since I joined the club in 2002.

Achievement Ride Successes

200 in 2 days

Colin Prior
Rowena Scott
Lynn Harrison
Mal Harrison
Mike Antonio
Bruce McPherson
Dave Van Zyl
Mike Waters

Saturday *or* Sunday

Cara MacNish
Stuart Crombie
Dave Hyne
Jeremy Savage
Christina Torres
Reg Tugwell
Mark Corbett

Thank you goes to Rowena who was the inspiration behind the '200km in 2 days' Achievement Ride



**10,000 in 8
Achievement Ride
By Brevet**

I missed the 10,000 in 8 achievement ride, and I intend to do it sometime soon by brevet (getting someone to sign as I go along). I would welcome some company. It is a pleasant ride through the hills, 5,000 feet of uphill, circa 110 km, and up to 8 hours allowed. This time of year should be lovely in the hills and amongst the wildflowers.

Please contact Bruce on 9384 7409, Bruce.Robinson@westnet.com.au, if interested.

**Ride with a Difference
Saturday March 20 to
Sunday 28 2010**

Thanks to all the keen cyclists who have sent expressions of interest to us. Could you please email me with your postal address, so that we can post your entry forms in due course.

As most of you will already know, our base for the duration of the tour will be the five star Mandalay Tourist Park right on the Busselton waterfront. If you are interested in finding out more information regarding accommodation, the Freecall number is 1800 248 231 or check them out on the net. It will be up to all riders taking part in the tour to book and pay for their own accommodation separately.

If you choose to stay elsewhere, that's fine, however breakfast will be supplied each morning at Mandalay and all of the rides will be commencing from Mandalay, as well. Another Difference – no rest day! We are planning a ride each day, however they are all elective.

There are still a few places left so if you are interested phone Robert Tognela on 0428 543 720 or email joani-hoult@hotmail.com. Remember to include your postal address.

CTA CLOTHING

From Stephen White: Dear Fellow Velocipedists,

Get your CTA Jersey ready for On Your Bike 2009! Place your orders NOW!



The 2009 CTA On Your Bike will be from 12–20 September. That's just over the next crest. Have ya got yer gear? Feel like one of the 'in' crowd, and support CTA at the same time, by sporting a CTA jersey on this classic tour. Forward your specs soon, so I can place an order with our suppliers.

Stay safe in a bright CTA shirt or jersey

Daylight saving is over, the shortest day is almost upon us. Are you riding home in the dark?

Orange shirts (unisex):
short sleeve, sizes 16/L–22/XXL (\$35)
long sleeve, sizes 10/XS–18/XL (\$35)

Striped CTA jerseys:
women's short/long sleeve, sizes 10–16 (\$95/\$110)
men's short/long sleeve, sizes S–XXXL (\$95/\$110)

Limited stocks on all items

Make a fashion statement in brightly coloured socks, emblazoned with CTA logo (\$10).

'Take-a-Look' mirror
It's like having an eye in the back of your head Same great quality, same great price. Attach to the leg of your sunglasses or spectacles, or be in quick to snap up a helmet adaptor.



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Government of Western Australia

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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.

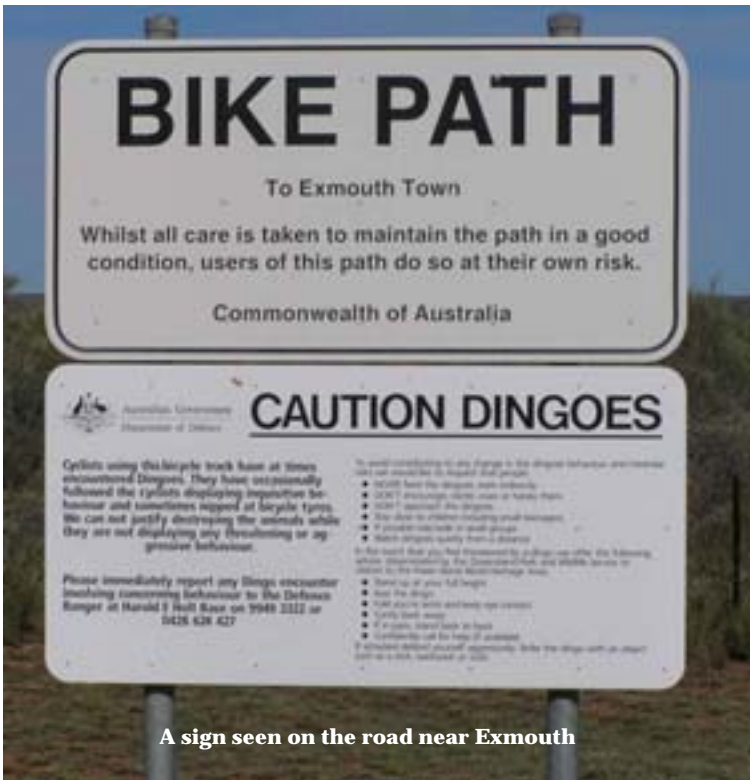
Dates for 2009

Take 1—now complete

Take 2— also complete

Achievement Rides Successes

See Page 11 for the recent successes in Achievement Rides.



A sign seen on the road near Exmouth



Club Safety Officer, Bruce Robinson, and Ella

MEMBERSHIP DETAILS:

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

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 |

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,

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

