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COVER PHOTOS. Two of the pieces of art along the Roe Highway PSP—see article on page 3 by Rowena Scott who lead the ride “Art by Bike”.

The left hand photo is one of the many tiles in the tunnel underneath Willeri Drive. Over 1000 local community members participated in workshops to produce the tiles including the members of an unnamed bike enthusiast club.

The right hand photo is of one of the plants and animals seen near an old aboriginal walking track in days gone by, now etched into a granite slab. This slab is of the bipjool or gecko. (Photos John Faris)

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.** Photos should be at least 500KB to ensure adequate print quality.

Email to editor@ctawa.asn.au

REPORTING CYCLING HAZARDS

All riders are encouraged to report path and road hazards observed during their rides. Your action may well later save a fellow cyclist from a crash or a serious injury. Please e-mail a clear summary, with a subject "Hazard report" including details of the location and the problem (with a photo if you have a camera at the time) to: Cycling@Transport.wa.gov.au and/or Enquiries@MainRoads.wa.gov.au. If possible, please also send copies of the e-mails to Bruce.Robinson @ westnet.com.au and BTA_WA@hotmail.com .

The “official” hazard report link is www.transport.wa.gov.au/cycling/2345.asp. Reports need to be sent to the appropriate authority. You will have to use the map provided to determine which of these authorities is responsible for the location at which the hazard is found. However, the Bikewest map is often inadequate for finding which authority controls major paths. As a rule of thumb, Main Roads is responsible for traffic lights, major principal shared paths alongside freeways, major highways, the PTA for anything on railway property and the local shire (if you can determine which one) for everything else. Along a single bikepath there may be three or four different organisations responsible for sections of the same path. For instance on the path from Perth station to Subiaco station is variously controlled by the Perth City Council, Main Roads and the Subiaco City Council. If the problem is a caltrop puncture vine growing through the fence, the PTA is responsible.

Unfortunately, the web form does not give you a confirmation copy of what you sent, so you have no evidence that the hazard has been reported. Therefore, it is recommended to send emails as above rather than using the web links—or do both. You can also telephone Main Roads on 138 138.

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 (May/June) should be sent to the Editors (telephone Sarah or email editor@ctawa.asn.au) no later **4 June 2010**.

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.

CTA LAUNCHES A NEW JERSEY

CTA is launching a new style for its iconic cycling jersey. The committee has approved design and costing for a jersey to take over from the present design. The familiar diagonally striped red and yellow, short- and long-sleeve CTA jerseys have served the club well for a number of years. Now, a sub-committee of four, Sarah Cutts, Stephen White, Erica Larke and Lance Whiteford (who designed the present jersey) has been consulting and negotiating with a local company to provide a new look.

On the back page we showcase three variations of a new design for you, the CTA membership, to vote on. We've tried to take into account many of your views, expressed to us since the project was announced. These have included making the

jersey both readily visible and attractive, as well as distinctively our own. We hope you agree these designs achieve those aims.

But we now need to know which design you like.

Vote now.

Let us know which of these three you like best. To vote, email jersey@ctawa.asn.au and give us your order of preference for the new designs, 1, 2 and 3. If you really only like one design, then you are welcome to vote for only your first choice.

The ballot remains open until 24 May and the Committee will then make the final decision.

We will announce the decision in the July/Aug issue of the Chain Letter seeking advance orders for the new jersey. The new jerseys should be available around the end of August and in plenty of time for OYB 2010.

Contact the CTA clothing officer for more information or to place an order.

Existing stock on sale

Existing short- and long-sleeve CTA cycling jerseys are *now on sale*.

Purchase a memento of the club's recent history at a reduced rate — all red and yellow jerseys now **50%** of the usual price. Limited stock available — see separate ad on page 12 for sizes and prices.

ART BY BIKE

By Rowena Scott

It was another hot day in March so we started early but still didn't beat the heat! The whole idea of this ride was to see and enjoy some art that is only viewed along the bike path beside Roe Highway. Often cyclists whiz by delightful scenery, not noticing special places and all sorts of things, but not today's riders.

We met at Murdoch Train Station and cycled south through a narrow strip of beautiful natural bush between the freeway and the new Fiona Stanley hospital site to Farrington Road. Then we cycled over the freeway and followed the Roe Highway to South Street. This path is excellent so we stayed together at a good pace, before stopping at the first sculpture. A plaque gave some information about a boy who was taken from his parents in isolated rural WA and sent to a boarding school. The small boy is dressed with a neat collar and tie with his back against a post and Carnaby black cockatoos above reminding him of home.

On to find the next artwork and soon enough the ride became a treasure hunt with a different leader trying to find the

next art – all a bit of fun with lots of smiles and laughs. One plaque led us to dozens of tiles lining a tunnel, each painted in bright colours and many depicting a snippet of history of the local area. Another piece is a series of local plants and animals etched into granite slabs adorning a wall. We each had our favourite & there were many comments that we would easily cycle right past some large beautiful art.

A huge silver eagle in a metal tree beside its nest was quite spectacular and totally invisible to passing motorists. Another series in amongst some paperbark trees were tiny pottery tiles that were moulded and glazed, then arranged to form the shape of various local animals.

The art continued to the Canning River but we continued along the river in the shade to the Riverton Bridge to find the old café demolished and yet it is still a lovely spot to stop. There is a donga & chairs in the shade so you can still be served a cold drink. It was good to ride on and finish well before 11 as it was getting very hot. We had averaged 20km/hr & had a lovely time.

Evelyn and Kym rode their PERSONAL BEST distance of 37 kms so a special welcome to their smiling faces new to CTA.



A boy and power poles—by Judith Forrest

RIDE WITH A DIFFERENCE

By Connie van den Ende, Margaret Hector, Laurie Collett, Jodie DeBijl and John Bell

The Sustainable Tours series for 2010, the "Ride with a Difference", or alternatively the "Tour de Talks", was held between 20 and 28 March 2010.

Mandalay Resort, Bussellton, was the place to pitch the tent. Some brought their caravans and some stayed in a chalet or apartment.

Some say it was the Continuous Never-ending Instruction Tour as arranged by Ms Joani Hoult and Mr Rob Tognela

There were about forty starters and each morning the long term resident of Bussellton, Rob, in his usual laconic way, briefed us about the day's ride and gave us a run down on the points of interest along the way. Joani filled in the important bits about safety and how to not get lost. (Oops there was an omission from the daily ride description which enabled some people to see more of the Tuart Forest and Peppermint Beach area than was intended).

We were entertained each day by very able, informative and knowledgeable speakers. Rob and Joani had obviously put a lot of effort into compiling the program and organised a local person to give us the low down on that person's particular interest in the Bussellton area.

Supporting Rob and Joani were Rob's wife, Diane, and members of the Bussellton cycling group, Anthony, Andrew and Brian who drove the support vehicle and brought the morning tea each day. We were to arrange our own lunch. But after the plenteous morning tea of biscuits and cheese, cake, sticky buns and heaps of local fresh fruit, many of us didn't need much in the way of lunch. Anyway on two occasions we were treated to lunch, the first day by the organisers and on the last day by the Bussellton Water Authority. Also on the night before the last day we were treated to a pizza dinner at the Mandalay Caravan park where most riders were camped.

Sat 20th

Briefing at 1400hrs and then Togs Town Tour of Bussellton

Rode to Community Gardens and inspected \$55 pa allotments then on to model yacht racing instruction at Provence, a new landscaped suburb on the other side of Bussell Hwy. John and Jennifer had an unfortunate episode when they were rear ended while driving to the campsite.

Sunday 21st

After an excellent breakfast and briefing we were on the road to Acton Park Com-

munity Hall for morning tea and a talk by a local about the early settlers in the area. Up the road to Haddons Dairy farm where we learnt about the life of a dairy farmer. This farm runs 1100 head of cattle. Lunch was provided in a bush park on Sues Rd and from there we hightailed it back to Busso for ice cream thanks to Dr Max's recommendation (he got a free ice cream).

Monday 22

"Through the Tuart Forest, Out to Peppy Beach, Stop by a Winery and on into Capel"

Daylight brought with it a very strong South-Easter – it looked like the day's ride would be into a headwind! Fortunately the rain began just as the briefing was finishing so all were able to be suitably attired before setting out. Although the rain continued, the wind gradually became lighter. As we pedalled towards Wonnerup with the protection of the forest, cycling became quite pleasant. Because of the rain, the scent of eucalyptus was accentuated – it was a magic experience!

Although detailed instructions had been issued, they were interpreted differently so that some riders went the 'right way' while others went the long way round via the Bussell Highway. Both routes led to a delicious morning tea at Peppermint Beach. At this point the rain stopped and the sun shone through the clouds.

Some riders decided to go back the way they should have gone while others made their way to Cape Vale Winery and onto Capel for lunch.

Wonnerup House was open giving the opportunity for visitors to learn about early farm pioneering while the One Teacher School opposite was a reminder conditions experienced by pupils and the teacher.

Those following the Cow Trail called in at the Geographe Bay Marina to check out Jacques Cowsteau followed by a bite of lunch at Tides before returning back to Mandalay via Bussellton.

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Gwyn, Gillian and Noel Riding with a Difference

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Tuesday 23rd

Another sunny day. First stop was the Yahava Koffee Works. We were very fortunate to have the owner explain the method to a perfect cup of coffee. We were able to taste for a certain price. From there through narrow country roads to information at the Olive Oil and Soap Factory. Olive and dukkah and other nibblies were sampled. Onward to the Bootleg Brewery for a refreshing ale and lunch. This day was our first encounter with hills and we were able to test our legs.

Wednesday 24th

Drive To Margaret River. A pretty new helmet and gloves enticed Jennifer to spend up big (she left the others back at camp). Cycle to Prevelly to meditate in Greek Church gifted from grateful Oz soldiers looked after in Crete in WW2. There was an encounter with a woman and her hula hoops.

Thursday 25th

This morning we learnt the hard work involved in setting up a vineyard at Wilura vineyards. They supply to the wine makers in the region. Hilly terrain and a fabulous ride to Dunsborough over Commonage Rd, with a stop at Simmo's

icecream

Friday 26th

Up Vasse Highway to Compensating Basin No 3 to learn how Busso will be protected by major flood events. Morning tea at Ruabon Hall and back to Busso Water for lunch and instruction on Yarragadee and Leederville Aquifers. Busso water is pure, no chemicals are added. No-one said they'd had better water than at Busso. Then on to the Busso jetty for information on the \$24m of our dollars spent for the upgrade.

Saturday 27th

To the surf in light rain to Yallingup via Happ's Winery and a talk by a potato farmer. He had large hands – apparently a great asset for a potato farmer! The weather was threatening and while a hardy 15 riders made it to Yallingup, others fell by the wayside.

Sunday 28th

Last visit to Tog's office Busso's beaut Dome Coffee

Sad to leave after being looked after so well and what a morbid morning without Di's bottomless mid morning Jubilee Twists.

Thanks to Joani, Rob, Diane and all those that helped to make this ten out of ten magic tour very enjoyable, informative and, without doubt, a ride with a difference.



Mike, Noel (hidden), Joani and Barb on the Ride

Ride with a Difference—Photos

John Hector has arranged with Mal and Lynn to receive, compile and send your photos to all participants who request it. Please send your photos via the post on a USB stick asap. Mal & Lynn will reload the USB sticks with all the photos and return them. There is a chance that they may make some CDs for those who request them. A small post pack is 95c and postage should be \$1.10. Return address sticker together with \$1.10 worth of stamps would need to be included - this would enable the post pack to be reused. Please send your photos on a USB stick to 17 Melbourne Street, St James 6102



Cartoon from The Mountain Bike Way of Knowledge, William Nealy, by permission

COLIN'S TRUE OR FALSE RIDE

On a day that the Queen Mary 2 was heralded into Fremantle, CTA riders converged on the South Beach Café for the "South and About" ride lead by Colin. After a caffeine heart starter at the café we treaded our way through the South Beach new estate and onto Cockburn Road heading south to Rockingham. Some of the Coast Road is a bit of a shocker. But where they have laid the new road, they have allowed plenty of room for cyclists and now all you have to do is avoid the glass.

The blurb in the magazine about the ride had Colin saying "might even have a tail wind both ways". Thought this strange as we mostly get southerlies. However riding behind Colin for a while you get to know what he means by a "tail wind". Musta had beans the night before !!!!

The pace was picking up as we continued on down Rockingham Rd. You could see some of the speedsters twitching. We rounded another corner which put us onto Kwinana Beach Road, the speedsters' equivalent to the 400 km straight stretch across the Nullabor. Sarah and Kleber where pushing up behind Colin to get a

real good race going. It was only later I found out Kleber's motive was to get to the café first as they only had one piece of carrot cake left.

So in dribs and drabs we arrived at the refuelling stop and had a pleasant break overlooking the waters of Cockburn Sound. Ever tried to explain to an Eastern Stater it is pronounced Co-burn and not Cock-burn?

The return trip was via the Freeway cycle path and referring to other statements from Colin's blurb, "a few little surprises" and "don't be put off by the pace" and "nobody will be left behind". These snippets turned out to be true, false and false. Weather was warming up on the ride back and an alternative route home was suggested as it was a "short cut" so that was a surprise.

The pace was a cracker with the fast straights, gentle hills, sharp twisting corners and turn offs along the path. Lance, Patricia, Lynne, Mal and the writer were left behind wondering where had the pack gone. Like true scouts we stopped and stayed on the track waiting for a tail scout to show us the way home. Not so lucky.

Lynne and Mal continued on home. Lance, Pat and I with the help of their GPS headed off to South Beach Café. It was getting hotter but we pushed on always knowing we were headed in the right direction. Well the GPS knew the direction, but we were still unsure how far we were from the destination.

Eventually we arrived at the café but no sign of any other CTA riders. No team play with this lot we thought. Not only had they lost us, but taking the short cut must have arrived earlier and departed to the Chilli Festival. Lance, Pat and I settled into recover and lick our mouths from the choc milk we were drinking.

This could have been the end of the tour but out of the haze a group of riders did turn up and, yep, it was the short cutters. So more choc milk and more stories with finger pointing and blame going in all directions.

However a great ride was enjoyed by all and a good lesson in understanding just what Colin means in his trip blurbs. Apart from the start time, don't believe them!!!!

Mitch



A Stop at Rockingham for refreshments on Colin's True or False Ride

Lift out Rides Calendar page for May/June 2010

Ride Guidelines

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

Rides are described using the guidelines below. *If you are unsure of your suitability*

for a ride, or if you feel it may be too long for you, don't be put off. Please contact the 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" or "Hilly".

Mountain bike rides (on tracks or unsealed roads) are described as "MTB".

Pace refers to the average speed on the

flat without breaks. Downhills may be faster, uphill slower. For rides with "Hilly" terrain, consider choosing a pace one level below your usual comfort level.

Social	Under 15km/h
Leisurely	15 - 20km/h
Moderate	20 - 25km/h
Brisk	25 - 30km/h
Strenuous	30 - 35km/h
Super Strenuous	35km/h or more

Contact: rides@ctawa.asn.au

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, May 1

Team Crackalacken Quiz Night!

Meet at the Victoria Park Hotel (605 Albany highway, Victoria Park) 7:30pm sharp start.

The Gibb River Team is holding this quiz night to raise money for Police Legacy and CanTeen. Please find yourself a group of 8 people and book your table for the small cost of \$15 per person. Have a great fun night out with loads of great prizes and a few good laughs as well. Food will be provided but **strictly no BYO** (as the venue is a hotel). Contact Jeremy for bookings. And if you can't find a full table, Jeremy may be able to find a table for you!

The full proceeds from this event (less direct expenses) will be donated 50:50 between WA Police Legacy and CanTeen.

Contact: Jeremy 9493 2237 (H) or 0412 886 612 (M)

Sunday, May 2

100km Achievement Ride

100km Hilly, Moderate, 8:30 for a 9:00am sharp start.

Meet at Armadale Station to register and collect a ride description (if required). A pretty, but demanding, ride going up Bedforddale Hill and then onto Jarrahdale, the Serpentine Dam and home again. The time limit is 6 hours, 40 minutes (requiring an average of 15km/h).

Organiser: Colin 9418 1571 (H)

Sunday, May 9

Warm Enough for Ice Cream?

35km Mostly Flat, Leisurely, 9:00am start.

Meet at Shearn Memorial Park, Maylands, for a leisurely and scenic ride along the river to Midland, where we may just happen to find an ice cream (or two!).

Leader: Simon 9271 2959 (H)

Wednesday, May 12

CTA Social Night - Basic Roadside Maintenance

7:30pm sharp start.

Meet at Garland Cycle Works car park (rear of 87 Canning highway, South Perth). We all know just how annoying it is to have a "mechanical problem" in the middle of nowhere, without the luxury of a team mechanic leaning out of a car window and fixing whatever it is. Some of us have to do it ourselves (unless of course you are with your guardian angel, also known as Kleber, who happens to have the part you need and the tool to fit it!). Garland Cycle Works will show us some basic things that we can do to keep us keeping on. From changing a spoke to making adjustments to brakes and derailleurs and repairing broken chains. We can order pizza and have some hot drinks while we learn.

Organiser: Jeremy 9493 2237 (H) or 0412 886 612 (M)

Saturday, May 15

Century Achievement Ride

160km Some Hills, Moderate, 7:00 for a 7:30am sharp start.

Meet at The Lakes BP Service Station on Great Eastern Hwy for registration and ride description. The scenic course includes Woorloo, the Avon Valley, Northam and York. This is a supported ride, so participants **MUST** book with the organiser by May 8.

Organiser: Colin 9418 1571 (H)

Sunday, May 16

Eco Ride

40km Leisurely, Mostly Flat, 9:00am start.

Meet at the Loftus Community Centre for a ride going around some of the major lakes in the area which have some great bike trails & hides. Touring bikes and mountain bikes would be best as some of the trails are unsealed & may be a bit flooded. As some people in the club know, Stan likes to look at birds (of the feathered variety), so binoculars would be good & I'll bring my bird books.

Leader: Stan 9345 3552 (H)

Sunday, May 23

Who Needs the Scarp?

Meet under the Narrows Bridge—northern side at 8.30am for an 8.45am start.

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LIFTOUT RIDES CALENDAR

Continued from page 7

45km, mostly undulating and a moderate pace, but just happening across a couple of the steeper city hills in the process.

Leader: John 9485 2330 (H)

Sunday, May 30
The Great Gidgeganup Caper

75km Hilly, Moderate, 8:30am start.

Meet at Midland Station & enjoy a ride away from bike paths with a good bunch of CTA friends! We will go to Mundaring & Chidlow with brief stops at both, then onto Gidgy for the main break at the bakery (yum yum). Then back to Midland via Greenmount: a buzz! While this is a very moderately paced ride, it will take 5 hours plus, with 2 serious climbs. We will wait for all riders at various places, but this is not for beginners.

Leader: Mal 0401 103 035 (M) or 9358 5257 (H)

Saturday, June 5 to Monday, June 7
Wobbly Pig Weekend

A pannier tour around the Rockingham area—see the article immediately below .

Sunday, June 13
Freeway Fun

35km Mostly Flat, Moderate & Brisk, 9:00am start.

Meet at Mandurah Station for a recreation of last year's best attended ride, albeit a little shorter, to Canning Bridge. There will be three groups, the same as last year: The fast group will travel around 30+km/h, an intermediate around 26km/h & a more sedate group around 20km/h. Coffee will be at Deep Water Point for those who wish; & people who live further north can continue, if they like! There was a real buzz created last year just by going fast, so we hope we can recreate the vibe!

Leader: Mark (& friends) 9316 3053 (H)

Sunday, June 20
Come Climb with Me

70km Hilly, Moderate, 8:45 for a 9:00am sharp start.

Meet at Midland Station for a ride up Red Hill passing through Gidgeganup then along Lillydale Rd to Chidlow. We will stop at the now famous Mundaring Bakery for a well deserved break before returning to Midland via back roads & Darlington. This will be a good starter training ride for

the Audax 200 Classic on July 24.

Leader: Kleber 9354 7877 (H)

Sunday, June 27
Lake Joondalup & Burns Beach

40km Mostly Flat, Leisurely, 8:15 for a 8:30am sharp start.

Meet at Edgewater Station for a ride to Yellagonga along Lake Joondalup, across to Burns Beach & down the bike path overlooking the ocean. All welcome.

Leader: Rowena

rowena_h_scott@yahoo.co.uk (Email)

Sunday, July 4
Beginner's MTB

25km Some Hills, Leisurely, MTB, 7:00 for a 7:15am sharp start.

Meet at the Pickering Brook General Store (1 Canning Rd, Pickering Brook) for a beginner's MTB ride out to the Munda Biddi hut. This will be an ideal ride for all those with mountain bikes who have yet to "christen" them. No one will be left behind, and help & advice will be offered on the ride.

Leader: Roy 9398 6523 (H)

FOUNDATION DAY WEEKEND PANNIER TOUR

Sat 5—Mon 7 June. 80km, 60km & 80km on successive days. Mostly Flat, Leisurely, 9:00am start, Sat.

Meet at the Raffles Hotel before heading down the Freeway path to Rockingham. The first night will be at the Rockingham

Caravan Park. Sunday we will be at Pinjarra before heading home via Armadale. This is intended to be a pannier tour but if you drive to Rockingham you could ride out to meet us and do a similar thing on Sunday. Weather permitting we could go over to Penguin Island to see the Pen-

guins. Bookings before May 29 would be appreciated (but latecomers should be able to join).

Organisers: Noel & Connie 9378 3687 (H) or 0419 964 808 (M)

PRESIDENT'S REPORT

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long we will need to be thinking of OYB 2011 as well. And there is no reason why we could not have more than two longer tours in the year if there are people willing to lead and organise them.

The Committee welcomes ideas from any members for any of these tours, whether

they are the Sustainable Tours format with an emphasis on self-help for accommodation and meals, whether it is a variation on this theme like the 2010 Ride with a Difference this year, or whether it is a fully supported tour such as with the very successful OYB series, a combination of both or some other alternative.

While tour leaders will tend to be those

who have had previous experience, it is also important we have new blood coming through and we are always looking for volunteers to be apprentices this year and leaders in the future. Let us know if you are interested.

Meanwhile, happy and safe cycling.

John Paris

OYB Nov 2010

Details of the 2010 On Your Bike (OYB) Tour have been published in the last two Chain Letters. The tour will be following Western Australia's beautiful but rugged southern coast from Bremer Bay to Walpole, stopping at Boxwood Hill, Cheyne Beach, Albany and Denmark. The weather along the southern coast is generally cooler with frequent coastal drizzle and showers, which is also

why this coastline is known as the Rainbow Coast. We will be within 20 km of the coast for the entire 440 km of the tour.

By the time CTA members receive this Chain Letter, you should have received your tour brochure and entry form. Please post your entry form as soon as possible to avoid disappointment on missing out on a place on tour.



Colin Prior insisted on a photo of his new bike prior to the start of the 5000 in 4 AR on 18 April. New bike or not, Colin needed rescuing as he was unable to complete the ride for lack of air in the tyres.

OYB Extension Tour

David Taylor will be joined by friends riding from Manjimup to Bremer Bay for the start of OYB and then back to Manjimup at the end. He has provided the following update:

I carried out a reconnaissance by motor car on Monday and have made adjustments to the route. By doing another overnight stop at Frankland River we split one very long day into two shorter rides. Also after looking at both the Stirling Ranges

resort park and the Mount Trio bush camping park, I have decided that the latter is far nicer and there is even a little bit of irrigated grass right next to the camp kitchen where we might be able to pitch a few small tents. At the Stirling ranges resort they are super careful with water and the ground is bone dry, packed hard as rock - not really suitable for putting up lightweight tents!

At Boxwood Hill, I had a quick look at the

huge deserted but well irrigated Combined Sports ground where we will be staying on the return journey but then made an arrangement to stay behind the roadhouse. Apart from that Boxwood Hill appears to be no more than a crossroads.

I have put the full details so far on my personal website at :<http://member.eezi.net.au/taylor/cycling/oybx/>

CHRISTMAS IN JULY—Weekend Tour 17—18 July

From time in memorial, humankind has had a need to celebrate the winter solstice. From (possible) human sacrifice at Stonehenge, to passing 'round pressies by a blazing fire, this date has had vast significance in the race memory of *Homo sapiens*. CTA's commemoration of this annual landmark is our "Christmas in July". (Of course, for the pedants out there, it should be June 21st, but this was the most convenient time for the club and the venue!)

In keeping with the theme of Christmas, it would be appreciated if each participant could bring along a wrapped Christmas present, costing around \$5. (If this violates anyone's sensibilities, let the organiser know, as only those buying gifts will

be given one). As this ceremony will be pre-dinner, a complimentary beverage for the meal, apres-dessert chocolate, or perhaps a fortified vintage, would make an excellent gift. Also, as it's the slow time at the North Pole, Santa (who does enjoy the odd vacation) may even be on hand; to determine who's been naughty and who's been nice!

The ride (of about 90km) meets at Midland Station (meeting the 8:30am train from Perth) to leave at 9:00am. The route wanders the scarp, off the main highway, and through the back-roads of Darlington. After a morning tea break at Mundaring, we ride quiet roads to enjoy lunch at the famous Bakers Hill Bakery, before the final scenic stretch to Muresk. The return

route on Sunday is the same (although some people may wish to go down Greenmount Hill along Great Eastern Hwy).

Accommodation and catering will be at the Muresk Agricultural College, in the glorious Avon Valley. Accommodation (single bed quarters with linen and towel), a sumptuous 2 course solstice feast (BYO, \$2.50 corkage) and continental breakfast will cost around \$90. Payment with booking needs to be made to Simon (see below) by Monday, June 26 (although it may be possible to squeeze you in if you miss that deadline).

Organiser: Simon 08 9271 2959 (H) or spkoek@yahoo.com (Email)

MY LAST GOOD BUY COMPETITION

Thanks to all who entered. In the interests of fairness, the winners name was picked out of a hat, and the lucky winner of a bottle of wine was Mal Harrison.

The entries are below.

This month's competition is your worst buy. While I know CTA members never

make rash or unconsidered buys, a few may have slipped under the radar. I'm having difficulty deciding between the very expensive BLACK Italian cycle jersey, which has never been worn for safety reasons, and the car bike holder, with a carefully designed piece just at the right place to scratch mountain bikes (ask Karen).

Entries please by 30 May to sarcutts@inet.net.au

Remember, last months entrants had a 1 in 4 chance of winning. This time, it's a bottle of Tallboy's Margaret River Classic White.

<p>My entry in your 'Last good buy' competition is a Legionnaires style flap for a bike helmet. I need one as the helmet cover & flap I had reached its use by date and they no longer make them. I found a thing called 'Attach-A-flap' in an Industrial Safety shop in Sale (Vic) for \$20 and although it was made for a work hard hat it fits onto a bike helmet in about 30 seconds. It covers the neck, ears & side of the face and has a 50+ UV factor.</p> <p>It's made by UVeto Australia, the website is www.uveto.com</p> <p>Tim Guy</p>	<p>I bought parts to convert my road race bike to a flat bar, to try and entice Lynn into cycling; it worked! Along the way I learned three very valuable lessons.</p> <ol style="list-style-type: none"> 1. Don't expect your spouse to know what is "low and high gear". 2 Don't go out on your first ride and show Macho you really are, by leaving her miles behind, and expect her to show up next time! 3 Don't be surprised if she outspends you by a factor of at least 2 on HER first road bike. <p>Mal Harrison</p>	<p>If any of you are at a loss as to how to prevent your bike from rolling around on the train or staying upright when parked against a wall or a tree with minimal chance of falling over then I think this new product (or at least new to me) might be of help. It is a simple rubber band that goes around the handle bar and sits unobtrusively until needed. The rubber size and thickness is perfect for its intended use and when not needed it has no detrimental impact whatsoever. I first saw this product reviewed favourably in a bike mag and decided to order a few online. They are an inexpensive and practically weightless option to solve the problem of keeping your bike wheels locked when needed.</p> <p>David Lewis</p>	<p>I can name two best buys of mine that come to mind. Both from Cylemania – great store (and they have always done right by me, - I bought my road bike from them).</p> <p>Vests / Under Vests by Jagged (go under your jersey) - bought one then got another very quickly afterwards – great for winter – Have one of these on under your vest and even the coldest winter day isn't cold, I have ridden when it was 3 degrees with one of these under a long sleeve Jersey and I was almost hot.....</p> <p>I bought the Cylemania Jersey and Knicks (made by Santini) The knicks are absolutely brilliant – I have done the 100 km's rides and – my legs may have been tired, no where else was, amazing considering my road bike saddle is not the most padded... These knicks are so comfortable and quality is absolutely fantastic.</p> <p>Andrew Sturman</p>
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CTA MAIN EVENTS FOR 2010

TOURS AND OTHER EVENTS		ACHIEVEMENT RIDES	
June 5 – 7	Foundation Day Long Weekend Tour	May 2	100km
July 17 – 18	Christmas in July	May 15	Century
October 23– 28	OYB Extension Tour - Manjimup to Bremer Bay with David Taylor	July 24	Audax 200 Classic (50km and 100km also available)
October 30 - November 7	On Your Bike Tour "Coast the Rainbow" Bremer Bay—Walpole	August 8	5,000 in 4 (Take 2)
November 7—8	OYB Extension Tour continues from Walpole back to Manjimup	August 21	100km (Take 2)
November 27	Progressive Dinner	August 22	200 in 2 (Day 2)
December 5	Annual General Meeting	September 4	200km
		September 19	10,000 in 8
		October 9	300km

WHEN CYCLING IS A PAIN IN THE BUTT

At enormous expense, CTA has acquired the services of the world renowned cycling medicine expert, Dr Crankschaft, who has kindly taken time out from her duties at the Tour de Otahuhu to help us. (N.B. This article had to be substantially revised and the illustrations removed after the printer informed us a sealed section was not possible.)

Dear Dr Crankschaft,

I used to love my cycling, but now my undercarriage is playing up. Every time I get on the saddle, I'm in agony and often feel quite limp afterwards. Sometimes painful lumps appear and I even had to leave a recent OYB because of them. The only songs playing on my Ipod are "Ring of Fire" and "Love Hurts". Please help.

Yours, SB

Dear SB,

Well, you're not Robinson Crusoe there. Saddle related pain is one of the commonest cycling problems, and many people feel it is just something they have to suffer. But not so!

As in real estate, it's all about position, position, position. Try adjusting for height, fore and aft and tilt. With height, you want it to be high enough so your legs have only a slight bend at the lowest point. If it is too high, you're hips can rock from side to side, causing chafing. Ask someone riding behind you if they can see your hips rocking. Tilting the nose down a little can help with discomfort in the front region, but be careful not to put too much weight on your wrists, or put yourself at risk of

sliding forwards. Start flat – a spirit level can be very helpful.

There are a lot of fancy saddles out there, but before trying a new one, make sure you spend time adjusting your current one, as often that will be all that is needed. Some saddles come without a nose, but these can be dangerous, as it is easy to fall forwards if you stop suddenly. Other people swear by cut outs (the saddles with bits missing in the middle) but these can just transfer the pressure to other areas.

If, like Dr Crankschaft, you have a large, soft bottom, you may feel a large, soft saddle is your best option. However, all that extra padding can increase chafing, as the chamois is unable to slide on the saddle and the width can irritate the skin. Remember, it is the bones you are trying to support.

A friendly bike shop may let you try saddles before buying, or you could try someone else's discards. The saddle they hated may be perfect for you. Try reading limlingley.net/crank/bicycleseats.html for some good advice. This website also has an excellent article on bike fit.

The lumps you mention sound like saddle sores, which are infections under the skin from surface abrasions. These are certainly painful, and have led to the toughest Tour de France riders to pull out. The old cure was riding with a steak in your cycle shorts- watch out for a queue at the Bremer Bay butchers!

To prevent these, check your position and saddle. Invest in good bike shorts, and

change them as soon as you finish the ride. Wash before and after the ride – plain soap and water is fine and there is no advantage in antibacterial cleansers.

Stand up often, and move around on the saddle to improve the circulation and prevent pressure points. Using chamois cream will keep the skin lubricated and help prevent microtears. Incidentally, underwear shouldn't be worn under the chamois – not only do you get a VPL (visible panty line for the men out there) but you lose the benefit of friction reduction).

As always, start training early to accustom your tail end to the saddle.

If you do end up with a sore, you need to stop riding until it heals, as you run the risk of developing a cyst, which could require surgery. If you absolutely must continue to ride, be doubly careful about the preventative measures above, and consider trying a different saddle / shorts to change the pressure areas. You could try a topical antiseptic, such as Tea Tree Oil. Antibiotic creams are unlikely to work, and usually just spread resistance. Corn pads from the chemist have been used to take the pressure off. If matters don't settle down rapidly, you will need to get some antibiotics.

A good article on preventing saddle problems is bikesportmichigan.com/features/saddlecomfort/shtml

If all else fails, maybe it's time for a recumbent!

Yours, Dr Crankschaft

CTA WA and the Audax Club of Australia

A Brief History by Kleber Claux

In 1985 the CTA had a very active and enthusiastic committee with John Martin as its President. Even though the CTA achievement rides were well established by this time, John with a few other members wanted that extra challenge.

John with his usual drive found out about the Audax Club Parisien in France, which

organized the 1200km Paris - Brest - Paris, (PBP), ride. This marathon ride is staged every 4 years and is open to the international cycling community after they have completed various qualifying rides, including the 200, 300, 400 and 600km Super Randonneur in the 12 months prior to the PBP.

The Audax Club of Australia was already

active in the eastern states and John, with a sub committee of Neil Porteus, Bob Stockman and the support of John's wife Aileen, established The Audax Club of Australia - WA Region in 1985.

For the next 8 years Audax and the CTA ran as a combined organization, before separating to run independently of each other.

CTA WA and Audax

CTA CLOTHING

During that time many of the CTA members supported the achievement rides as well as the longer Audax rides. Some 1000km rides were also staged as preparation for the PBP with a good number of CTA members travelling to France to participate in this epic event.

Some past and current CTA members that have successfully completed the PBP are John and Aileen Martin, the legendary Colin Farmer with his wife Barbara, Phil Giddins, Stuart Stockdale, Chris O'Brian and Don Briggs. Apologies to any of those that I may have omitted.

The Audax Club of Australia - WA Region is celebrating 25 years in WA with various special events being staged.

To help celebrate our close association with Audax, all CTA members past and current are invited to join in the Audax 200km Classic, with 50 and 100km ride options also being available, on Saturday 24 July 2010. I understand John and Aileen Martin will be in Perth at that time to participate in the celebrations.

Check in the July/August Chain Letter for the ride details.

Achievement Rides

Congratulations to all the following who have succeeded in the 50 km achievement ride 7/3/10.

- | | |
|--------------------|------------------|
| Mike Antonio | Cara MacNish |
| Kleber Claux | Bruce MacPherson |
| Mark Corbett | Liz Marshall |
| Stu Crombie | Richard Marshall |
| Mark Elliott | Roy Messom |
| John Faris | Tracey Orr |
| Peter Gillett | Colin Pearce |
| Grant Gregory | Ken Pratt |
| Lynn Harrison | Colin Prior |
| Mal Harrison | Jeremy Savage |
| Gary Howe | Kelly Underwood |
| Andrew Keay | Dave Van Zyl |
| Paul Loring | Ann Wilson |
| Rob Lydon (Brevet) | |

CTA Clothing — 'Sommerschlussverkauf'!

CTA cycling jerseys now at sale price — existing stock knocked down to make way for new design. Short- and long-sleeve, red and yellow striped jerseys now



50% off usual price!

Short-sleeve jerseys now **\$50.00**;

Long sleeve jerseys now **\$55.00**

Short-sleeve: women's sizes 10, 12, 14, 16 and men's sizes S, L, XL, XXL

Long-sleeve: women's sizes 10, 12, 14, 16 and men's sizes L, XL, XXL, XXXL

Limited stock, offer valid while stocks last

Orange Fluoro Shirts

Orange 'fluoro' shirts will continue to be available at the usual price of \$35.00; long-sleeve sizes 10, 12, 16 and short-sleeve sizes 16, 18, 22 currently available. Let us know what you want and CTA will order new stock to meet demand.



CTA Socks

Red/yellow socks with CTA logo — \$10 a pair

Take-a-Look Mirrors

Unbeatable Take-a-Look mirrors — better than an eye in the back of your head — \$20; plus adaptors to attach to your helmet each \$4.50 (NB: Typical postage for mirrors within WA \$2.50-\$4.50)



Contact: Stephen White, southwind07@me.com, 9471 8168 (H)

New Members

We welcome the following new members

- | | |
|-----------------|-----------------|
| Harvey Arnold | John Farrelly |
| Jillian | Pam Ford |
| Brennand-Coombs | Carmel McLure |
| Karen Brown | Murray Robinson |
| Jodie de Bijl | Leah Sieler |
| Bet Ellery | |
| Lawrie Ellery | |



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Perth's specialist running & triathlon store

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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 Rides Committee (**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.

Traditionally, the ARs have been run twice a year ("Take 1" and "Take 2"). "Take 1" rides are always run, but you should register at least 10 days beforehand. In line with the criticism at the 2009 AGM that the focus of the CTA is shifting a little too far away from "touring", the Rides Committee is to consider whether to have a "Take 2" this year or suggest that those who miss the "Take 1" should complete any missing rides using a brevet.

Ride (Normal)	Time Limit
50km	3 hrs 20 mins
100km	6 hrs 40 mins
Century (100 miles/160kms)	10 hrs 40 mins
200km	13 hrs 30 mins
300km	20 hrs

Ride (Hills)	Time Limit
5,000 in 4 (5,000 feet of hills)	4 hrs
10,000 in 8 (10,000 feet of hills)	8 hrs

Ride 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 Rides Committee if you would like badges.

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

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.

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

Following the 2008 AGM, the Committee discussed the way ahead for 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. The new "Achiever" series was added to fill this gap. This level includes all the rides of the Merit Series plus any one of the longer achievement rides. (See table above).

Note that the 100km AR plus the 100km the following day can only count for the 100km AR, or the 200 in 2, but not both. The two 100km rides of the 200 in 2 must be ridden on two successive days to count.

The Achiever Series is still in its infancy and has scope to be changed so may include different rides in the future.

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

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

Achievement Ride, and can produce some evidence as proof, then please contact the Rides Committee 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 from the Rides Committee. Completed cards must be returned to the Rides Committee 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 2010

Dates for the Achievement Rides for 2010 are included in the Main Events calendar on page 10.



1



2



3

NEW CTA JERSEY

The CTA is getting a new jersey!!

Go to the CTA website and view the new designs in glorious colour and showing the back as well at:

<http://www.ctawa.asn.au/jersey>

You, the CTA members, are being asked your views on the three designs. Let us know your preference by sending an email to jersey@ctawa.asn.au giving your preference(s) for the three designs (from left to right), 1, 2 and 3.

EVERY MEMBER IS ENCOURAGED TO VOTE NOW

See the article on page 3

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).

- | | |
|----------------------------------|-----------|
| 1. Renewal Adult membership | \$40.00 |
| (If paid by 31 Jan | \$35.00) |
| 2. New Adult membership | \$35.00 |
| 3. Full-time Students/Pensioners | \$23.00 |
| 4. Dependents under 18 | no charge |

Membership forms can be downloaded from our website www.ctawa.asn.au. Please send your cheque and form to the Cycle Touring Association, PO Box 174, Wembley WA 6913. **A receipt of payment is only issued on request.**

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**

