

# THE CHAIN LETTER

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

Nov/Dec 2010

Issue 215

## PRESIDENT'S REPORT

As this issue of the Chain Letter reaches letter boxes, On Your Bike 2010 will be under way. This, as members know is the premiere event in our annual calendar. The 2010 tour looks to be even more spectacular than usual following the beautiful south coast from Bremer Bay to Walpole. My thanks to Terry Bailey and his team for their planning and organisation.

The last month has seen the first long distance mountain bike tour for the CTA. Eleven members set off and rode the Munda Biddi end to end from Nannup back to Perth. By all reports, Sarah Cutts did a wonderful task organising and leading this innovative ride. There is a full report on pages 3–5.

The new club jerseys have arrived and they certainly meet expectations. My thanks to the jersey re-design team, particularly to Sarah Cutts who also managed the actual order and initial distribution. New jerseys (and the run out of the old design) will be available on OYB. We are

going to stock a small range of options (zip and sleeve lengths) and sizes. However, any member can place an order for any combination they wish by going directly to the Sprint Design website—see page 12.

The Annual General Meeting will take place in early December. The formal notice for the meeting is on pages 10 and 11. While most members are, first and foremost, just interested in riding, the Association does require some of our number to step up to the plate and take leadership positions. The Sunday rides do not happen by themselves; tours do not happen by themselves; someone needs to organise the achievement rides; the membership and financial records need to be kept by somebody; the clothing is not stocked and sold by itself; and this newsletter the same. Please consider turning up to the AGM and please consider volunteering for a leadership position (on or off the committee)

Finally, as I have mentioned in a number of newsletters, there have been significant changes in financial accountability and responsibilities within the CTA in the past year. I have attempted to follow good change management principles and ensure the major stakeholders were comfortable and not being dropped from the peloton in which I, as President, and we as the committee have been leading them. I realise, however, that I overlooked a few important people and areas. I apologise to anybody who has thought the changes were personal, showed a lack of trust in them or was an attempt at micromanagement. None of these were intended.

Finally, but not least, from me, the Committee, OYB and all members of the CTA we wish Kleber Claux, one of our active life members, a speedy recovery from his recent heart attack.

See you on your bike sometime.



Tony Humphreys making running repairs on the Munda Biddi End to End

### IN THIS ISSUE:

President's Report	1
Club Information	2
Munda Biddi End to End	3–5
Cycling Thru Germany	6
Rides Calendar	7–8
Safety Matters	8
Knee Pain in Otago	9
AGM Notice	10–11
Braking/Cornering	11
Club Clothing	12
Other Member News	12
Achievement Rides	13
Membership Details	14

CTA LEADERSHIP

PRESIDENT

John Faris ☎ 9485 2330 (H)  
jgf@avmed.org.nz

VICE PRESIDENT

Jeremy ☎ 9493 2237 (H)

SECRETARY

Rowena ☎ 6201 5587 (H)  
cta.secretary@yahoo.com.au

TREASURER

Ann ☎ 9444 5160 (H)

RIDES COMMITTEE

Simon ☎ 9271 2959 (H)  
Mal ☎ 9358 5257 (H)  
Jeremy ☎ 9493 2237 (H)  
Rowena ☎ 6201 5587 (H)  
Colin ☎ 9418 1571 (H)  
rides@ctawa.asn.au

MEMBERSHIP

Deb ☎ 9418 1571 (H)

SAFETY & PROMOTION

Bruce ☎ 9384 7409 (H)

EDITORS

John ☎ 9485 2330 (H)  
Sarah ☎ 9443 8095 (H)  
sarcutts@inet.net.au

WEB SITE

Mike ☎ 9309 2745 (H)

CLOTHING

tba

OYB TOUR LEADER

Terry ☎ 9472 9887 (H)

Please send all correspondence to:  
*P.O. Box 174 Wembley 6913*

**CTA Email:** info@ctawa.asn.au  
**Web Site:** www.ctawa.asn.au

COVER PHOTOS

**The front cover photo, courtesy of Dean Craig, shows Tony Humphreys making running repairs to his bike on the recent CTA Munda Biddi end to end ride—see reports on pages 3–5. The rear cover photo, courtesy of Bruce Robinson, shows some members in the new club jersey on its first club outing. The photo was taken at a well known “secret” coffee location near Bibra Lake on the OYB Prologue ride on 3 October.**

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](mailto:Cycling@Transport.wa.gov.au) and/or [Enquiries@MainRoads.wa.gov.au](mailto: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](http://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 (Nov/Dec) should be sent to the Editors (telephone Sarah or email editor@ctawa.asn.au) no later **4 December 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 ON THE MUNDA BIDDI—THE DARK SIDE

By Sarah Cutts

Have you ever seen the Munda BidDI promotional material, full of happy cyclists and wide, flat tracks with a lovely smooth surface? Well, the intrepid September Enders will now reveal the REAL story.

It all started well. Dwellingup Adventures drove the eleven CTA cyclists to Nannup, and we started down the gentle Sidings trail, to arrive at the Jarrahwood Hut where Charley from Yoho Pizzas was waiting with his mobile pizza oven to cook for us. The oven filled a dual purpose as we all huddled around in the freezing conditions. Like seagulls around a chip packet, the pizzas disappeared as fast as they arrived. Interestingly, this hut is in the middle of a small community, so we had a streetlight shining on us all night. There we met Bob Frost, a 71 year old former marathon runner, who has now done the End to End Munda BidDI 4 times – a real inspiration.

On Day 2, we encountered our first section of single track, an interesting experience with panniers and bob trailers. Part of this section had been built by our own Leanne and Bill Robb – great work! As we

reached the other end, we found it had been taped off with a sign saying Danger! Do Not Enter! We all survived, though. That night, we arrived at the Donnybrook Motel for a great welcome and a roast dinner. Yes, we were doing it tough.

An impressive peloton left Donnybrook, although we were soon stopped by Bill's bladder problems (the one he wears on his back). Once we got going, more rolling hills and single track. Kleber was caught taking a mandarin from a roadside tree, but no one could catch him to make him put it back.

That night, we stayed in our first real hut, Nglang Boodja. The huts are very well designed, open ended with tables and sleeping platforms, as well as bike storage areas, and the surroundings are beautiful. Normally they have a stand for bike fixing, but these were missing in all the huts except one. No more luxury – it was baby wipes for a shower and dehydrated food. A late night game of Uno decided the next day's Tail End Charley.

Now, it all sounds pretty benign so far, but this is when the tough stuff kicked in. After a bumpy ride past Honeymoon Pool,

we discovered the switchbacks. These are short, steep, slippery hills. Even Kleber had to walk up partway. Every so often, it looked as though you could get back on your bike, only to be greeted with another 180 degree turn. Special congratulations to Mark, who not only rode most of it, but with a bob trailer as well. We collapsed at the top, looking forward to a nice downhill. After what felt like a few minutes, we were greeted with, yes, another section of switch backs. After 4 ½ hours it was time for lunch. In that time, we had managed only 18 km.

Thankfully, Collie was a rest day. We stayed at the very posh Collie Ridge Hotel. The bikes received a pampering session. They clearly appreciated it, as we got to Yarri Hut in record time, and were able to appreciate the quiet and bird life. There was even a small stream for those who wanted a quick splash.

Cycling to Logue Brook went through some lovely tracks, although I learnt if you are going to jump a log, it is a good idea to check if there is another one on the other side! Luckily, only a flesh wound. The bikes were starting to show signs of fatigue, and Tony broke 3 spokes. Sam did a sterling job as Tail End Charlie, volunteering to walk 10 km with him. Dean had come down for the weekend, so fortunately was able to collect him by car.

A group decision was made that Tony needed to lighten his panniers. Karen and Teresa bravely dived in. There were enough chargers to start a nuclear power station, as well as spare thermals and extra spare thermals. After kicking and screaming, Tony eventually relinquished a large carrier bag.

On the next section, the pea gravel started kicking in. For



Munda BidDI September Enders near North Dandalup

*Continued on page 4*

anyone not familiar with this Western Australian delight, they are small stones which make cycling like riding on ball bearings. For maximum effect, they are usually combined with large ruts, occasional sandy sections and uphill. I learnt a few new words as we got our pannier laden bikes up the hills. Much of the terrain would be like this until we got to Kalamunda.

A side trip took us to delightful Willowdale Arboretum for lunch, then on to Bidjar Ngoulin Hut for the night. The next day went down the King Jarrah Form, one of the loveliest sections of the Munda Bid-di. This was followed by a long detour due to a missing sign. Some steep hills until Tony's bike rebelled again, breaking more spokes, which were patched up until we limped into Dwellingup Caravan Park, another very helpful, cycle-friendly business.

Dwellingup Adventures very kindly found new wheels for Tony. John shocked the locals by appearing topless at the local store after his morning run, getting some

suspicious looks from the police. After cleaning the town out of burgers and chips, we were off again.

We lunched at Whittaker's Mill, the site of an old logging town, in beautiful surroundings, although Teresa was attacked by a tree on the way out. She was later heard to say she preferred the uphill to the downhill – perhaps she hit her head at the same time? She was certainly one of the best uphillers, flying up the pea gravel.

After a killer hill, we reached Dandalup Hut. Sam, Leanne, Bill and John walked to the swimming hole by the dam, where the dust dissolved with a cool swim. The rest of us just enjoyed the fabulous views and sunset, and talked to a touring Kiwi couple. The temperature had changed significantly – we were able to sit around in tee shirts. Although we were lucky to have no rain, it did mean we had very dusty conditions for the last few days.

The track after leaving the hut was so rutted and steep, we had to walk the panniers and then the bikes up the first 500 metres. This is largely due to the trail bikers who

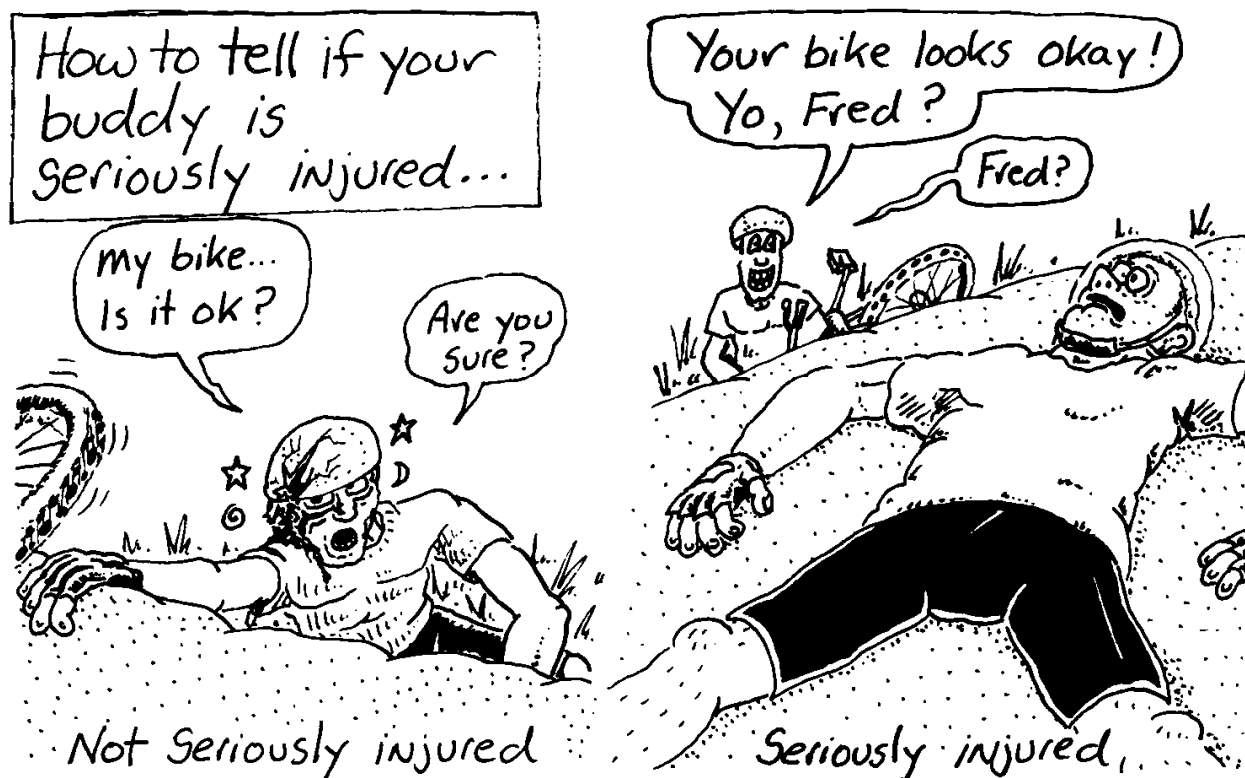
illegally use the Munda Bid-di. Lots of pea gravel, sand and hills meant a long day, arriving dirty and tired into Jarrahdale.

On the track into Jarrahdale, we met a group of five heavily laden cyclists, two not wearing helmets, who had never mountain biked and were starting a three day ride on hired bikes. We tried to give them an idea of what they were facing. Haven't heard how they went...

We faced our longest day from Jarrahdale to Carinyah. Luckily, most of the track was fairly straightforward, although Cara was the day's sacrifice to the pea gravel gods: if one person falls, the rest of us will be allowed to stay upright. John had to leave us here to attend a running event.

Our final day into Mundaring was a tough one, with still more pea gravel and hills. After 525 km of cycling (and walking!) we had finally made it. All of us had made it, and more importantly, were still talking to each other.

Roll on 2012, when hopefully the Albany to Nannup section will be ready!



MTB First Aid tip—How to assess the severity of injuries. From the MTB Way of Knowledge, William Nealy, with permission

## CTA ON THE MUNDA BIDDI—AWARDS

by Cara MacNish

### Captain's Award

First and foremost, this award goes to the person who provided the inspiration, motivation and organisation to make it happen. Without this person we would not be able to say we had conquered the Munda Biddi end-to-end! This award goes to... Sarah Cutts

### King of the (Dirt) Road

This award goes to a reluctant trekking hero. While at times dreaming of a hotel in Ko Samui, this gentleman was always on hand to help damsels in distress lift their bikes and packs over trees, clear the path of dangerous obstacles, and point people in the right direction at unsigned forks in the track. This award goes to... Bill Robb

### Charlie's Angel

The next award goes to a woman who often took on the role of Tail-End Charlie, but even when not on official duty, was always around checking everyone was OK, no-one was left behind, and even offering food to hungry travellers! This award goes to... Karen Date

### The Culinary Creations Award

While there were many contenders for this award, including a late charge from Sam's Gluten-Free Glue, this award goes to a consistent lunch-time performer who enlightened us to many new delights including her signature dish of mountain wrap filled with peanut paste, vegemite, laughing cow cheese, and tuna. This award goes to... Teresa Liddiard

### The Clean-Sweep Award

This award goes to a man who not only made a clean sweep of arriving in camp first every day, but also swept the hut clean before everyone else arrived to set up camp! This award goes to... Kleber Claux

### The Kodak-Picasso Award

While many of the intrepid team had cameras, most settled for the odd action - or exhausted - shot. This person, however, turned chronicling into an art form, with



After the switchbacks (south of Collie)

team set shots ranging from suspension bridges to monkey bars, and one creation at a Dam entrance that was half an hour in the planning, with the team not allowed to go on before dutifully splaying themselves over logs. This award goes to... Leanne Rob

### The Bespoke Award

There were few serious mechanical mishaps on the tour, but one person broke enough spokes for the rest of us combined. In fact, multiple spokes each day for three consecutive days running. While the wheel truing at dusk using tyre levers was impressive, it was a relief to all of us when this person acquired new wheels in Dwellingup. This award goes to... Tony Humphreys

### The Heavy Haulage Award

This is a joint award that for the pair who not only pulled the greatest load from Nannup to Mundaring, but still managed to pass most of us powering up the rutted, rocky, pea gravel strewn hills while we pushed our bikes. It started off as a beautiful relationship, though the strain was starting show later in the tour with a few harsh words exchanged. It seems Bob wasn't pulling his weight, and was becoming a bit of a drag! This award goes to... Mark

Corbett and sidekick Bob

### The Topless Ambassador Award

One member of the team was keen to engage the locals with friendly conversation wherever we went. Pub goers, shoppers, and even random friends who seemed to turn up in various towns and campsites for no apparent reason. But perhaps jogging and public relations don't mix. I hear that when he ran topless into the Dwellingup General Store even the local constabulary didn't know what to make of it and mobilised to come in after him. This award goes to... John Bell

### The Dropping your Bundle Award

This was a wonderfully convivial tour. For two weeks, despite adversity with fallen trees, washed-out trails and the dreaded pea gravel, no one blew their top, ran amok, or spat the dummy. However it has to be said one person did drop her bundle. In fact, she dropped it many times. This, we are told, was to give the person behind the benefit of free MTB skills training as they dodged the said bundle. The person behind was always thankful. This award goes to... Same Howe

## CYCLING THROUGH GERMANY

By David Taylor

In May this year, my wife, Camilla, and I went on a private, six week bicycle camping tour of Northern Germany and Southern Denmark. We used the 30kg per person Emirates tourist class baggage allowance to take our own touring bikes. We disassembled, packed and padded the bikes in strong canvas bags which I sewed by hand myself.

We started south of the Elbe through den Alten Land, beautiful apple growing country. We then crossed over at Wischhafen on the Elbe ferry to spend a night alongside the Kiel Canal in a camping ground. We could feel the earth thumping while lying in the tent, as big ships passed up the canal.

We spent a night on the Eider at Delverdeich. Next day we set off on the really marvellous Eider Radweg to Friederichstadt a charming old Dutch influenced town and port on the river. We rode to Nordstrand and took the ferry to the islands Halig Hoog, Amrum, Sylt and Romø. Hoog was extremely cold and windy - very interesting but 4 hours was enough. Amrum was good for two days and we rode Sylt from end to end in one day. I spoke to the lifeguard on one beach there. He said that the water temperature was 12 degrees, maximum air temperature 15 and that four people had been in the sea that day. From Romø we cycled across a long causeway to the Danish mainland. We originally planned to ride north along the North Sea Cycle Route as far as Skagen but the strong, very cold winds and drizzly weather dampened our enthusiasm. We just had to visit the lovely old town of Ribe, with its Viking centre, and treated ourselves to a snug B&B over the bakery in the centre of town. Cyclists that we met advised us that it was much warmer on the east coast so we rode via Vojens to Aabenraa on the other side of Jutland. I first visited Aabenraa as a cadet in the Royal Navy in 1955.

We then explored Als and Aerø, two islands in the Schlei fjord, for many years the border between Denmark and Germa-

ny. Back in Flensburg in Germany, we saw the remains of the Danewerk which used to close the 18km gap between the Schlei and the Eider. We cycled across this gap to Hollingstedt and along more of the Eider Radweg that we missed on the way north. We continued south via Töning and the Eider Sperrwerk to Brunsbüttel and took the ferry to Cuxhaven. We visited the Aeronautica Airship museum at Nordholz before enduring a gale as we cycled back to the coast. We booked into the Heuherberge at Capel-Nordfeld and managed to get snug and warm sleeping in the hay barn. We visited Bremerhaven and the Hanse Kog at the Seefahrtsmuseum. We spent two nights this time in the comfort of the Haven Hostel in Bürgermeister-Smidt Strasse (recommended). But by mainly tenting, we managed to stay within our budget of \$100/day for the two of us.

One remarkable feature of our trip was the favourable interaction between motorists and cyclists in Germany. Where a bike path (Radweg) runs alongside a road it does not end at every intersection, as it does in Australia, but continues right across so sideroad traffic has to give way to cyclists. On more than one occasion we even saw a motorist that had stopped

blocking the Radweg while waiting for traffic reverse out of the way to let us past. In Denmark many of the bike path (cykelstien) crossings are painted light blue and there are even some light blue bike lanes around roundabouts.

Although the bike paths in both countries appear superficially well signposted it is very easy to go astray. Unlike in Australia where a map might be needed only every 10km, we found unmarked turnings every 250 metres. In windy rainy weather, it was not always convenient to keep pulling out the map. The sun was often hidden by clouds, so a compass was also essential. Most local cycle tourists carried a weather-protected mapboard.

For most of the trip we were riding through farming country where the cattle are shut up in sheds during the winter months. Consequently there are enormous piles of manure in every farmyard. There was also the continuous background noise of grass mowing. The grass is carted back to the farmyards and stored under plastic covers weighed down by old motor tyres as silage for winter feed. The result of all this industry is an amazing pong very different from farming in Australia



David and Camilla in Denmark

## Lift out Rides Calendar page for Nov/Dec 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](mailto: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.

**Sunday 7<sup>th</sup> November****Scenery Is What It's All About!**

65km hilly - brisk, 7.15 for a 7.30am sharp start. This will be a hard ride with 3 big climbs. Meeting at Welshpool Station, we will head to the hills via Crystal Brook Rd. After climbing through Kalamunda's gorgeous wine valley, we will head to the Zig Zag via Mundaring Weir Rd, taking in some of the nicest views Perth has to offer. It's then time to earn a coffee in Kalamunda by climbing Kalamunda Rd before returning. For those not quite ready for this ride, there will be a few short cuts to get you to the coffee stop.

Leader: Jeremy 9493 2237  
or 0412 886 612

**Sunday 14<sup>th</sup> November****Trains, trains and automobiles**

45km, moderate - brisk. Leaving Kwinana station at 8:45am after the 8.26am and 8.41am trains have arrived from Perth. Cruising around the south/eastern suburbs and finishing up at the Armadale line. Coffee stop will be at the Dome in Southern River.

Leader: Lance (followed closely by Patricia) 9249 1970 or 0409 905 995

**Wednesday, November 17****Alfred's Kitchen Night Ride**

25km moderate 6.30pm start at Bayswater Train Station for a very scenic evening river ride to Guildford to one of the last old hamburger (& the best) establishments of Perth. Bring loose change, it helps. Lights are required & reflective vests are a good idea.

Leader: Stan 9345 3552

**Sunday 21<sup>st</sup> November****Mystery Smell the Pines Ride**

50km Moderate. Mostly flat. The ride to start at Greenwood train station 8.15am for 8.30am start. The usual caffeine & cake break will be included.

Leader Doug 9249 9921.

**Saturday 27<sup>th</sup> November****Progressive Dinner**

Regrettably this event has had to be cancelled due to a lack of interest.

**Sunday 28<sup>th</sup> November****Beat The Heat Sunday**

55kms, moderate - some hills 7.30am sharp start. Leaving from outside Dominoes Pizza, at the Bentley Centre, 1140 Albany Highway, Bentley. We will go up Welshpool Rd and then onto Kalamunda via Bickley. We return via the Zig Zag and through High Wycombe. This ride will be a regular Sunday event through the hot days until February, but it is not intended to take the place of other regular Sunday

rides. For fuller details see page 8.

Leader: Mal 9358 5257 or 0401 103 035

**Sunday 5<sup>th</sup> December  
Annual General Meeting**

Loftus Community Centre at 10.00am

*See notice on page 10*

**Sunday 12<sup>th</sup> December****Not the 10000 in 8**

55km moderate pace and hilly making this a reasonably hard ride. Meeting at Kelm-scott Railway station at 8.45am. You have done the 5000 in 4 achievement ride and failed to see a psychiatrist before having this strange idea that you might want to complete the 10000 in 8. Experience the one and only Patterson Road and some of the other hills of the 10000 in 8 achievement ride that you have only heard about and not been silly enough to try .... well not yet anyway. But overall we will only experience half the distance and half the climbs of the real thing.

Leader: John 9485 2330

But **Beat The Heat Sunday** continues - 55kms, moderate - some hills **6.30am sharp** from the Bentley Centre.

*Continued on page 8*

## LIFTOUT RIDES CALENDAR

*Continued from page 7*

### Sunday 19<sup>th</sup> December Christmas Warm-Up in Pinjarra

50km, leisurely - moderate, 9.10am. Meet at Mandurah train station for a trip over to the Pinjarra bakery (and if we are REALLY lucky the new road into Mandurah might be open). Returning to Mandurah station – your choice on how to finish the ride from there, Jeremy promises a tail wind all the way home if you decide to ride

up the freeway!

Leader: Jeremy 9493 2237 or 0412 886 612

### Sunday 26<sup>th</sup> December Boxing Day – No rides planned

### Sunday 2<sup>nd</sup> January—NO RIDE Sorry, no one volunteered as leader

But remember **Beat The Heat Sunday, 6.30am sharp**, Bentley Centre.

### Sunday 9<sup>th</sup> January Madora Explora

50km. Mostly flat. Moderate. Meet at Mandurah train station at 9.00am for meandering ride through the bushland suburbs north of Manurah near the Serpentine River. We then cross back to the west of the railway line through the north Mandurah suburbs of Meadow Springs and Madora Bay before returning via the coast back to Mandurah for ice cream and coffee.

Leader: Terry 9472 9887

## BEAT THE HEAT— 28 Nov—27 Feb 2011

The purpose of the Beat The Heat Sundays is twofold. The main reason for the rides is to finish around 9.30am, which is usually early enough to beat the hot summer days. The second reason is to maintain a reasonable level of bike fitness ready to get back into serious riding once the heat backs off.

With such a short ride time it is important to include a few hills. The course we have used over the last two years has proven very successful; not hard enough to be daunting, but enough work to make it worthwhile.

The full 55km ride leaves from the Bentley Centre going up Welshpool Road, which is a 5km climb of around 8%. The rides proceeds through the Bickley Valley, to Mundaring Weir Road and into Kalamunda for coffee. The route returns to Bentley down the Zig Zag, Kalamunda Road and through High Wycombe. There are many variations and short cuts depending on who turns up and the weather.

This ride is not intended to replace any other rides that may be submitted during the December to February period. But few members are volunteering to the other

rides so that these rides may be the only option.

The first ride starts at 7.30 but from then on the start time is ALWAYS 6.30am, and will leave at this time on the dot, from the Bentley Centre, 1140 Albany Highway, outside Dominoes Pizza. Unfortunately there are no public loos at the start point. Hope to see you there.

Contact: Mal Harrison 9358 5257 or 0401 103 035

## SAFETY OFFICER ITEMS

By Bruce Robinson

### \$22 Bifocal Sunglasses with a reading segment.

Last year I hit a fence on a bikepath while trying to put my reading glasses over my sunglasses so I could read the bike computer. I later found that industrial safety sunglasses are available with bifocal reading lenses, for \$22, from Eyres in East Perth. ( [www.SafetyOptics.com.au](http://www.SafetyOptics.com.au) ). I can now read the map and the bike computer easily as I go along. Strongly recommended.

### Surly Bicycle Recall

All Surly Crosscheck and LHT cycles manufactured 2006 – 2010 have been voluntarily recalled. Surly are supplying brake cable catch hooks for those bikes which were not fitted with them, to

avoid the brake cable catching in knob-bly tyres if it breaks. There are differing opinions about the degree of the risk, which is common to many cantilever brake setups. See: <http://www.recalls.gov.au/content/index.phtml/itemId/990091>

### Report hazards, please.

Last winter, a dog bit Rowena while she was on an AR in Kelmscott. It was waiting at the top of a very steep hill, so we were vulnerable as we going very slowly. We reported it to the Armadale Council and they have taken the owners to court. Cyclists can be seriously injured from colliding with a dog, or falling off, perhaps into the path of a car. Also on the OYB preamble ride (3rd October), a cyclist fell while trying to ride up a high kerb to get to a

cycle path through the Beelie Regional Park. Luckily he was only bruised. A major cause of this crash was the lack of any ramp to allow cyclists to get from the road to the path. This is sadly typical of the standard of a lot of path-engineering in WA. They build a lovely path, but forget that people also need to get to and from adjacent roads.

### Rear-vision mirrors for Shimano STI levers.

Mirrycle make high quality bike mirrors, and have brought out a version to mount cleverly and easily on top of Shimano STI brake levers. ( [www.mirrycle.com](http://www.mirrycle.com) ) The high mounting point gives a good unobstructed view, much better than mirrors on the end of dropped bars (IMHO). Thanks to Kelly and Jeremy for alerting me to them. Not easy to locate yet in WA.



## CYCLING AND KNEE PAIN—OTAGO RAIL TRAIL

A personal experience

By Stephen White

In the March/April 2010 issue of Chain Letter, Dr Sarah Cutts discussed causes and remedies for knee pain related to cycling. In early 2007, I experienced acute knee pain on and off for a few months and much of what I learned from that is backed-up in Sarah's article. You may find my story useful in helping prevent knee pain becoming a chronic problem.

It is likely I had patellofemoral syndrome with acute pain at the front of both knees caused partly by imbalanced muscles. The pain was towards the bottom of, and partly behind, the knee cap. As well as having less developed muscle at the top-inside of the knee (the medial quads), my right ankle and arch are badly formed, collapsing inward. This means that power is not delivered in a straight line through my right knee leading to an imbalance.

However, I might not have noticed the problem as much, were it not for the terrain. I was on a 4-week pannier and trailer road tour in the South Island of New Zealand, and took a diversion to follow the Otago Rail Trail. A railway was opened in 1907 connecting Dunedin with the central Otago goldfields. The line was closed in 1990. A tourist railway still operates through the Taieri Gorge 60km to Middle-

march. The Rail Trail used by cyclists, walkers and horseback riders, occupies the 150km from Middlemarch the rest of the way to Cromwell. It is unsealed and the surface varies (or did at the time) from coarse, angular ballast through finer, soft-packed gravel, to well packed gravel or clay. It was harder going than I expected and unfortunately I did not adjust my pace for the conditions and did the distance in just two days. The gradient is only moderate but the extra resistance of the soft and variable surface placed much more stress on joints and muscles than usual. I believe this was the tipping point that brought on the knee problem.

Of course, once one knee is compromised, you put more stress on the other one and my left knee started to play up as well. A day after finishing the rail trail, I had to take a ride into Dunedin and seek help.

With a couple of weeks still to cycle home, what were the immediate solutions? A couple of days of rest and recuperation helped, as did pain killers. The physio recommended a few exercises and also showed me how to strap both knees. I set off again armed with strapping tape, pulled tightly across in both directions just under the knee cap. By cycling carefully on the smoother bitumen, I managed to finish the ride despite hills and headwinds and the problem gradually resolved.

Preventive measures can not be overstated: riding position, especially seat position, and cadence. I have learned to keep the seat raised and not have the knee go beyond a line directly above the ankle. No one helped to chose the right sized frame or fit me to the bike when I bought it and it's possible I had just been lucky before.

I am a strong believer in keeping a higher cadence and I often seem to be peddling faster than others. Different strokes for different folks, but the lower mountain bike gearing has probably helped.

I also believe flexibility and elasticity of muscles and tendons helps. A few years ago I was practicing yoga two or three time per week, but this has fallen by the wayside. As a result, I have stiffer hamstrings and leg muscles during and after riding. For most of us, elasticity degrades with age and I keep resolving to start stretching regularly again. I am convinced that more elastic muscles deliver more power for the same effort. You might find it helps.

Most of the causes and solutions I've discovered mirror those that Sarah wrote about. I plan to still be cycling when I'm 85 — I'll cycle to my grave if I can — so I'm taking much better care of my knees these days, and encourage other cyclists to do the same.



A typical section of the Otago Rail Trail



The Western End of the trail (at Cromwell)

## The CTA 2010 Annual General Meeting

**Notice is given that the CTA Annual General Meeting will be held on Sunday, December 5th, at 10am, at the Loftus Community Centre.**

The Annual General Meeting (AGM) of the CTA is fast approaching. Show your support – and come along. During recent years the attendance has unfortunately been quite low despite the membership growing substantially. We, as your club committee, strongly urge you to come and be part of what direction you wish your club to take. Lunch will be provided after the meeting for all to socialise.

This article gives a run down on what will be covered during the AGM, a call for nominations for some of our annual awards and what positions will be up for grabs. So read on and think about becoming involved in running your club.

### What's on the Agenda?

Reports from various committee members (President, Treasurer, Social Events, Safety, Achievement Rides, Newsletter, Clothing).

Reports from subcommittees (On Your Bike and Sustainable Cycle Tours).

Voting and awarding the Cycle Tourist of the Year Award (see additional information on page 11).

The 'Newsletter Article of the Year' Award. This is chosen by the Co-Editors, and the winner gets a \$20 gift voucher for either CTA clothing, or to a Cycle Shop of their choice.

Voting and awarding the Ride of the Year Award. Although the Committee votes each month on its own favourites, any ride during the year can be nominated, and attendees will vote. Choose the ride you enjoyed the most—nice weather, many people, great atmosphere, interesting destination, good food, great company, achievement, or fun. This is an opportunity for you to show your appreciation to a ride organiser, and allow the club to recognise and reward their effort. Note that the On Your Bike Tour cannot be nominated. The winner gets a \$20 gift voucher

for either CTA clothing, or to a cycle shop of their choice.

The award of Merit, Achiever, Challenge and Super Achiever badges and mugs. If you cannot attend the meeting, your badge will be mailed to you but you must arrange the pickup of your mug from the Achievement Rides Coordinator.

Nominations and Elections for all Committee positions (see additional information below).

The final award is that of Cycle Tourist of the Year. See the article on page 11.

The Agenda also includes discussion of specific issues that affect the club. Most issues can be dealt with by the committee at our monthly meetings, and members are encouraged to voice any concerns/questions they may have to committee members any time, so that we can address these promptly.

Issues to be discussed at the AGM will generally be those where the committee feels it needs/wants additional input from the members, before making a decision. At this time, there are no additional agenda items for which notice needs to be given. Please forward any other proposed agenda items to the Secretary at [cta.secretary@ctawa.asn.au](mailto:cta.secretary@ctawa.asn.au) by 1 December.

### Committee Positions

The CTA committee consists of a President, Vice President, Secretary, Treasurer, and up to six additional committee members. Specific leadership roles include Achievement Rides Coordinator, Safety & Promotion Officer, Newsletter Editor(s), Clothing Manager, Rides Coordinator, and Social Events Coordinator. In the past the Vice President has traditionally been the Achievement Rides Coordinator as well. The committee is free to create and reassign roles, including job sharing, within itself. It is not essential that all roles are filled by committee members if attending meetings would be difficult for some potential leadership volunteers.

All committee positions become vacant at

the AGM whether or not the incumbent will seek re-election or not. We encourage club members to put their hands up for involvement on the committee—it's a great way to have your say and contribute to the club's ongoing success. Past committee members are more often than not happy to provide assistance and guidance when requested.

The following is a brief description of what each existing Committee member is doing in their assigned role:

**President:** The President is the 'face' of CTA to the public. Directs and oversees all committee action.

**Vice President:** The Vice President fills in for the President when necessary.

**Secretary:** The secretary keeps everyone on track with agenda and minutes of the meeting, following up on tasks as appropriate such as a small amount of letter writing etc. The secretary also ensures safe keeping of the club's records (apart from financial reports).

**Treasurer:** The Treasurer is responsible for the association funds and the accounting associated with these.

**Membership Co-ordinator:** This person looks after the membership records for the association and does things such as posting out welcome packs to new members.

**Newsletter Editor or Co-Editor(s):** The newsletter can be the responsibility of one or two people. For the past two years, the content and production have been shared between two people to reduce the workload. Distribution is contracted out.

**Clothing Manager:** Manages the inventory of club clothing. This includes negotiating with new and existing suppliers, ordering, introducing new items when required, making sales from and storing the inventory.

**Achievement Rides Coordinator:** Involves scheduling the Achievement Rides for the coming year, coordinating all required support, and keeping a log of who has

Continued on page 11

completed what so that the appropriate awards can be given at the AGM. Stores Achievement Rides support gear (camp stoves, folding table) and ride mugs/badges. Orders mugs/badges as required. This position is sometimes undertaken by the Vice-President.

**Rides Coordinator:** The Rides Coordinator is responsible for organising the weekly Sunday rides, the summer mid week rides, and also the weekends away. This involves recruiting ride leaders, providing assistance to these leaders, in-

corporating the Achievement Rides into the calendar, and liaising with the club's committee and the newsletter editor to advertise the ride calendar. They can be assisted by a Rides Committee which they would chair.

**Social Events Coordinator:** Arranges speakers and venues for social nights. Organises the social side of the AGM. Maintains the supply of tea/coffee and catering for these events.

**Safety Officer:** - Our watch dog!! Nuff

said? More seriously, the safety officer collates accident reports, and liaises with local and state government bodies and cycling interest groups on anything and everything to do with cycling safety.

The President, VP, Secretary and Treasurer are elected sequentially. All other positions, while general committee positions, will be elected separately. See the new by-law on the CTA website site at [www.ctawa.asn.au/about](http://www.ctawa.asn.au/about)—and click on constitution just above the list of those on the present committee.

## CYCLE TOURIST OF THE YEAR

This award is given at each AGM, and the winner receives an honorary membership for the following membership year, an individual trophy to keep, as well as their name engraved on a perpetual trophy, that they keep for the upcoming year. Nominations can be made by any member, to any committee member prior to the AGM, as well as at the AGM.

The nomination may be based on:

**Tour Achievement:** The person may have realised a personal goal to cycle tour across Australia or overseas and involved the CTA by organising and leading the CTA member tour group through the entire tour. Achievement of a personal challenge without participation of the CTA membership would not be seen as important as meeting a challenge with CTA involvement.

**Leadership:** The person demonstrated an outstanding display of leadership, which provided direction to the CTA during the

current or previous years. This may have been a drive towards more touring, social endeavours, cycle education, or a membership drive, etc. Generally this would relate to CTA Presidents, but this is by no means a necessary condition.

**Club Support:** The person has consistently been there for the Club over a number of years. This award would be in recognition of their services in a Committee role, Ride Leader role, Ride Organiser role, Tour Leader role, and Public Relations/Social role over the current and/or previous years.

**Innovation:** The person may have introduced a radical change in thinking for the club membership in general, or altered the customary thinking of the role or proposed direction of the CTA. Innovative ideas may have been the introduction of a club uniform, or major improvements to newsletters or ride descriptions. The introduction of new things (past examples

having included the Achievement/Challenge series, progressive dinners, evening social rides) which galvanise and focus the general club membership.

**Note 1:** The Cycle Tourist of the Year is not a reward for completing all the Achievement or Challenge rides, or having ridden a given number of kilometres etc., since these are personal goals which do not reflect the needs or involvements of the general membership.

**Note 2:** The above criteria were compiled as a guide to help people understand what they are voting for. Someone may fit into one or more of the criteria. You may feel someone deserves it for other reasons.

If you feel someone deserves the award, nominate them, but if you feel no-one deserves it, then you may cast a no-award vote.

Send your nomination before 1 December to [info@ctawa.asn.au](mailto:info@ctawa.asn.au) under the heading 'Cycle Tourist of the Year' nomination'.

## BRAKING AND CORNERING SESSION

By Paul Loring

I have just finished the Braking and Cornering session, helping members learn about their bad habits, but more importantly learning some new skills and some exercises that they can practice any time. Many coaches tell their trainees that when braking they should be using various percentages, eg, 50% front and rear, 70/30, 80/20, etc. I don't. My approach is

to teach riders to brake as hard as they can, and the way to do that, without getting out of control. Everyone had a good time, even learnt how to skid and stay upright. The flat bar bikes with their 'V' and disc brakes easily outperformed the rest. Several of those with 'drops' needed to adjust their brake cables, and two had their rear brake on the right, instead of left as required under Australian law. So I

recommend all members have a look at their brake cable adjustment, pads, etc.

About 10% of the club now know how to brake and corner better.

Thanks once again to Bruce Robinson, the club safety officer, for his support in both getting this on the club calendar, and also this year for his help, experience and support on the day.

**ACHIEVEMENT RIDES**

Congratulations to the following:

**200km AR, 4 Sept 2010**

Stu Crombie            David Lewis  
 Mark Ewing            Bruce MacPherson  
 Mal Harrison           David Van Zyl

**10000 in 8, 19 Sept 2010**

Stu Crombie,            Bruce MacPherson  
 Mark Ewing            Colin Prior  
 Giselle Hosgood      Chris Rowley  
 Jamie King             David Van Zyl

**300km AR, 9 Oct 2010**

Mark Ewing            Colin Prior

**200km AR (Brevet), 10 Oct 2010**

John Faris              Bruce Robinson

**CYCLING CHALLENGES**

Ever fancied a cycle tour in Chile?

A Chilean company has offered us a 7 people for the price of 6 deal. Even if you don't think you will go, check out the website – the photos are amazing.

www.cyclingchile.com

Or, for something closer to home, how about the Trans Oz Bike ride? This MTB ride goes from Melbourne to Cairns in September 2011, raising money for the Heart Foundation and the Starlight Children's Foundation. If the Gibb River Road was hardly worth getting out of bed for, this could be the one for you! www.transozbikeride.com

**WANTED TO BUY**

2007 Fluoro-yellow OYB jacket. Mine is getting quite faded, and I would like to get another one or two. Some people have not used theirs much for one reason or another. \$40 offered for an as-new jacket. Bruce 9384-7409

**NEW MEMBERS**

We welcome the following new member

Martin Forster

# CTA CLOTHING



**CTA Jerseys**

The CTA will be holding the following stock:

Men's sizes: long zip, short sleeve: S, M, L, XL, 2XL, 3XL (There a few long sleeve men's jerseys are in stock as well)

Women's sizes: short zip, short sleeve: XS, S, M, L, XL, 2XL

Jerseys are \$85 short sleeve and \$95 long sleeve

**Please note that the Sprint sizes are VERY small—most people need two sizes larger than their usual fitting**

Long sleeve, shorter or longer backs and short zips for men or long zips for women in any combination or size are also available directly from the Spring Design website at [www.sprintdesign.com.au/cycle-clothing/cta.html](http://www.sprintdesign.com.au/cycle-clothing/cta.html)

**Orange Fluoro Shirts**

Still available at the usual price of \$35 for both long and short sleeve. Long sleeve with full length zip; short sleeve are polo shirt style.

Sizes in stock: long sleeve 10 (S), 12 (M), 16 (L) and short sleeve 16 (L), 18 (XL), 22 (XXL)

**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 [clothing@ctawa.asm.au](mailto:clothing@ctawa.asm.au) for orders.



Supporting Cycling for over 60 years  
 Road & Track Racing  
 Mountain Bikes — Triathlon — Family  
 Touring Cycles — Tandems

Tel: 9430 5414 Fax: 9430 4062  
 66 Adelaide St, Fremantle



*For all your cycling & running requirements*

**Runner's World**

*Perth's specialist running & triathlon store*

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

# 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 reasonable 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).

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 Achievement Ride, and can produce some

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

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

All achievement rides have been completed for 2010 and brevet rides must be completed no more than a month before the AGM.



Stewart, Wendy, Sarah, Ann and John on the first outing of the new CTA Club Jersey

## MEMBERSHIP DETAILS

CTA membership is from January 1<sup>st</sup> to December 31<sup>st</sup>. New members joining after June 30<sup>th</sup> may pay the half year membership price (1/2 of the prices shown below).

- |                                  |           |
|----------------------------------|-----------|
| 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](http://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

