

THE CHAIN LETTER

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

May/June 2011

Issue 218

PRESIDENT'S REPORT

2011 seems to be flying by. By the time this edition of the Chain Letter reaches letter boxes, the Easter weekend at Pemberton and the Sustainable Tour from Pemberton to Mandurah will both have been and gone.

The OYB team is working hard getting ready for October. The brochure is in the late stages of production and should be being sent out before the end of May. There has been a delay in obtaining costings for a couple of locations, but it would appear the cost to participants will be a little under \$600. Transport costs are less than last year but a few other costs are just a little higher.

The Achievement Ride series is well under way and the list of achievers for the first rides is included on page 12. Congratulations to all those who have achieved and particularly to a few who have increased their personal best distances.

In early March, a number of members joined other cyclists to count those riding to work on Super Tuesday. We have another survey of cycling being conducted by a PhD student from Monash University and which is locally co-ordinated by the Bicycle Transportation Alliance. See the notice on page 8. Please consider completing the survey—but you will only have a couple of days before the survey closes.

My apologies that this edition of the Chain Letter is a little late, largely trying to complete the Rides Calendar. The Committee tries really hard to provide an interesting and variable program. But we do need your help volunteering for rides. We can not do it all ourselves. Please help us to help you and give Stu Crombie a call or an email—and sooner rather than later.

Happy and safe cycling.

John Paris

RIDES ETIQUETTE

We need to remind members regarding a few points about club rides. We have recently had some situations where riders have clearly been completely out of their depth, not being able to maintain the group speed, difficulty mastering the hills or the distance. In some cases some riders have abandoned the ride without even informing the ride leader or 'tail end Charlie', who are then in a real dilemma about whether to continue the ride or send out a search party. This is very stressful for everyone, particularly the ride leaders, and also reduces the enjoyment of the others riders.

PLEASE: Will all riders check the Rides Classification before any ride. If in doubt, contact the ride leader beforehand. Be prepared to ride at the advertised speed. Let the ride leader (or tail end Charlie) know if you are pulling out of a ride.



Mike, Mark, Colin, Don and Chris on the recent Mountain Bike Night Ride

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CTA LEADERSHIP

PRESIDENT

John Faris ☎ 9485 2330 (H)
 president@ctawa.asn.au

VICE PRESIDENT

Teresa ☎ 9316 3053 (H)
 rides@ctawa.asn.au

SECRETARY

Bruce ☎ 9384 7409 (H)
 secretary@ctawa.asn.au

TREASURER

Ann ☎ 9444 5160 (H)

RIDES CO-ORDINATOR

Stu ☎ 0409 882 931
 rides@ctawa.asn.au

MEMBERSHIP

Lynn ☎ 9358 5257 (H)
 memberservices@ctawa.asn.au

SAFETY & PROMOTION

Bruce ☎ 9384 7409 (H)

EDITORS

John ☎ 9485 2330 (H)
 Sarah ☎ 9443 8095 (H)
 editor@ctawa.asn.au

WEB SITE

Mike ☎ 9309 2745 (H)

CLOTHING

Deb ☎ 9418 1571 (H)

OYB TOUR LEADER

Terry ☎ 9472 9887 (H)

ACHIEVEMENT RIDES

Noel ☎ 9378 3687 (H)

COMMITTEE

Paul ☎ 9335 8390 (H)

SOCIAL

Lucia ☎ 0417 189 385

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

Front Cover: Night mountain bike ride. Mike, Mark, Colin, Don and Chris

Back Cover: Mike's new steed

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.

DEADLINES: Contributions for the next issue (July/August) should be sent to the Editors (telephone Sarah or email editor@ctawa.asn.au) no later **6 June 2011**.

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.

THE MAN WITH RUBBER PEDALS

By McG,

It has all the latest fixings-- barrel hubs
and narrow tread,
It weighs twenty pounds or under, is as
rigid as the dead,
It's the very newest pattern and the very
latest grade,
And it cost you all the cash that in the last
three months you made,
You lead it from the agent's and your bos-
om swells with pride ...
As you lift it from the kerbstone and you
start its maiden ride,
Like the lighting past the tram-cars, cabs
and everything you've sped,
When you see a man with rubber pedals,
plugging slowly on ahead.
He is forty years of age, and on an anti-
quated crock,
Sitting upright as a soldier and as bandy
as a jock,
He is wobbly, he is shifty and he scarce
knows how to ride;
His gear is less than fifty, and his handle-
bars are wide.
From crank to crank his tread is eighteen
inches, and his frame,
Is a pattern that was popular when first
the 'safety' came,
And as you gain upon him you are think-
ing "I must show,
How a good man, on a jigger that is up to
date can go!"
So you fold your arms and pass him in an

attitude of grace,
When the beatific smile across his open
whiskered face
Makes your conscience somehow smite
you as across his track you whiz,
Lest you show him p'r'aps too harshly
what an utter mug he is,
And when you think that he's about a
hundred yards behind,
That man with rubber pedals goes com-
pletely from your mind,
Till a darkness at your elbow and a rat-
tling in your ear,
Shows the man with rubber pedals is still
battling in the rear,
Then you think with some resentment,
"This is not as this should be,
This man with rubber pedals, taking all
his pace from me',
Such presumption is opposed to all the
canons of the game,
And if I show him up, he's only got him-
self to blame".
So you drop your arms and lightly touch
the neatly-nickled head,
With some ankling calculated just to kill
that fellow dead,
But after half a mile or so, you are astound
still to feel,
That man with rubber pedals hanging
calmly on your wheel,
So you argue out the question, and you're
bustled to confess,
That the man is what is technically known

as N.T.S.
Still, for such as he to push you is a thing
you can't allow,
He's asked for pace, and Holy Moses!,
won't he get it now?
You drop your head twelve inches, grip
your handles tight and lift,
As your calves and biceps swell, by Jingo,
don't you shift,
Then you reckon you've left him and it's
nearly time to slack,
When you hear the cursed rattle of his
mud-guards at your back,
He can hold his own at sprinting - that
is proved beyond a doubt,
So the only way to beat him is to simply
wear him out,
You set a nice two-forty bat, and to your-
self you hiss:
"That man with rubber pedals can't stand
many miles of this."
Then the townships travel past you and
the milestones rise ahead,
Till your thighs are working stiffly and
you're feeling pretty dead,
Still you force your ped'ling even and your
handle-tips you clinch
But the man with rubber pedals has n't
shifted- not an inch,
At last, in view of "business" and the "fast
approaching night",
You decide that 't is best for you to take
the turning to the right;
And as you swing around he passes up-
right as the just,
With that beatific smile of his still glowing
through the dust,
Are you cycling to Sans Souci?, He'll be
there to "do you bad",
He is on St Kilda Rd and every Western
camel pad,
Be you cycling in the country, be you cy-
cling in the town,
That man with rubber pedals will be there
to take you down.

From The Bulletin Reciter
A collection of verses for recitation
from "The Bulletin",
first published 1897, Sydney CG

Published with permission from Warren
Salomon, Freewheeling Magazine



Not exactly rubber pedals; and not likely to catch on either

OPENING THE DOOR ON A WORLD OF CYCLING

Velo-City: Perth - Cycling in Western Australia, by Debra Mayrhofer

Published by: Beyond Babel Press Australia, 2010, 289p.

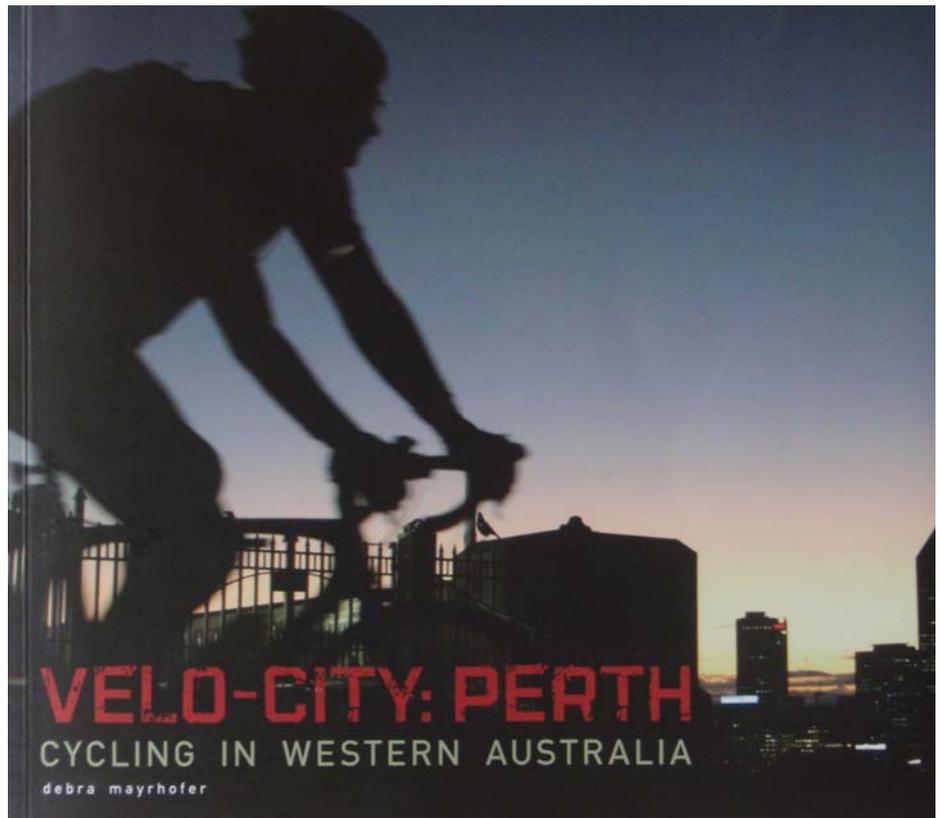
Reviewed by Stephen White

This book does two important things: it celebrates cycling as it is today in Western Australia, especially in and around Perth, and it reveals a diversity of cycling culture that I knew could exist here, but had not so far been fully aware of. In both respects, Debra Mayrhofer does as much to promote cycling as I have seen anywhere in the popular market, and does it in a professionally and attractively presented book that anyone can pick up and enjoy.

The title is perhaps a little misleading and hopefully will not be off-putting for non-Perthites. Cycling in and around Perth certainly features strongly and, to be fair, the bulk of Western Australia's population does live in the vicinity of Perth city. But there are also chapters on cycling in the regions, as well as references to cycling in other parts of Australia and the world, and the subtitle rescues the situation somewhat.

This must be one of the more difficult kinds of book to write. The choice of what to include, as Mayrhofer hints in the Acknowledgements, evidently came down to deciding what to leave out. In writing this review I faced the same difficulty of choice. The scope of the book is impressive. It could be argued that by embracing such a wide range of topics, some are treated less thoroughly than they deserve. But in my view, the breadth of perspective is one of its most absorbing and motivating aspects, and is a strength not a weakness.

One challenge seems to have been to decide where to put some material. Does the Munda Bididi trail belong in touring, where it features, or in mountain biking? Does mountain biking necessarily belong in the section on racing? It would be unfortunate if someone new to cycling gained the impression that mountain bik-



ing is necessarily about racing, when it can also be a casual afternoon outdoors, the way my sister and her family enjoy it. Clearly cycling is not so easily categorised, however, and in the end it doesn't matter so much where the piece is placed, as the fact that it is included.

The chapters that Mayrhofer has written herself, from events such as the Freeway Bike Hike to an early section on commuting by bike, reflect her own experience and are written in an engagingly personal style. Many of the sections by other contributors are written in a similarly personal way, or have been edited to fit this style, and this certainly helps to draw the reader in. I have the impression that Mayrhofer has worked hard to let local voices speak for themselves. Chapters such as Kensington mums on bikes by Jane Marshall and Boundless enthusiasm by Leonard Hanniby — a description of a visit to Quantum Bikes — are typical of this approach, and also of the diversity of topics.

That said, the copyediting is not as good as it could have been. Two stray lines of text at the bottom of page 182 are left over

from page setting (they belong in a paragraph on page 190), and there are a number of examples of questionable grammar and punctuation. One or two photo credits are also missing (noted at <http://velocitywa.com.au/> where you can read more about this publication). The publishers could have been more thorough in these respects.

Everyone who opens this book will find a different section or chapter that means most to them. I found it good to see cycling philosophy and advocacy discussed alongside cycle groups, clubs and varieties of cyclist. Bringing these together in same cover as sections on racing and health might make different stakeholders look at their pursuit from a new angle. There is an admirably balanced discussion of the debate about mandatory helmet legislation, which is far from a closed subject, and several chapters, such as How green is my bike? expose a few myths we might cling to.

To my mind, one of the most important chapters is Russel Greig's Are you a cyclist

Continued on page 5

Continued from page 4

or do you just ride a bike? The use of 'just' in the chapter title is a clever way of pointing up the main message of these two pages: that societal and personal attitudes towards cycling and cyclists come in many colours and flavours. The language we use to describe our predilection with going about by pedal power — and not only on two wheels — can have a big impact on the response from other road and path users. This chapter encapsulates nicely one of the themes I relate most closely to: normalising cycling must be a key strategy, as well as outcome, for anyone who wants to see more people on bikes.

I found only two, related omissions in this otherwise broad-minded book. One is the

lack of serious discussion about what a genuine cycle network would look like, and the other is that I think this book paints an overly rosy picture of the state of cycling in WA. Naturally a book like this errs on the side of optimism — it would be counter-productive to have a book about cycling that put people off cycling! And, to be fair, there are snippets referring to inadequacies in the Perth cycling infrastructure (see, for example, Developing a culture of cycling on campus). But having lived and cycled in Europe, I can see that Perth has quite some way to go before cycling becomes a truly integrated part of the larger transportation picture. Discontinuity of on-road cycle lanes and minimal facilities for taking bikes on public transport are two of my pet grumbles.

The upbeat tone of Velo-City: Perth is a good antidote to these complaints, however, and is sure to appeal to people who have never cycled, or not for a long time, as well as those for whom it is a part of daily life. I was left with a feeling of hope — even, dare I say it, optimism — that cycling has a bright future in Western Australia.

Available from good bookstores and many cycle shops - http://velocitywa.com.au/?page_id=42 for your nearest outlet

Price: \$39.95 retail

The book can be bought for \$25 as a special CTA price from the author in Subiaco

0488 999 728 or debram@iinet.net.au

RIDE REPORTS

HERITAGE TRAIL NIGHT RIDE

From Sarah Cutts:

The annual Moonlight Madness Rail Trail ride took off from Midland Station, where Mike showed off his new bike, and flew up the trail. At Mundaring, we ate Hot Cross Buns kindly provided by Karen, and the mosquitoes ate us. We continued on to Mt Helena, where it was all downhill through John Forrest National Park Apart from a few punctures, we all arrived home safely.

Beat The Heat November 2010 to March 2011

From Mal Harrison:

This years Beat The Heat rides were memorable for two reasons. The first was the very strong winds experienced during the whole summer. Those who rode every week know the frustration of having still conditions during the week, only to be confronted with strong easterlys on Sunday morning. Still, there were some very fast trips through Forrestfield on the way home! The second was that the majority of the group always completed the extra bit through Mundaring Weir Road, which in previous years was done only occasionally. This is a testament to the obvious increase



John, Richard and Liz with a puncture on the Moonlight Madness Rail Trail Ride

in fitness with most of the riders taking part.

Many thanks to all for their support and camaraderie (especially Ken, Jeremy and Lynn - pure gold), and above all the fun and games that always happen in a good bunch of real cyclists.

The facts: 14 Sundays from Nov 28 until

Mar 13, with a total of 127 riders and an overall distance covered of 802 kms – this is an average of nine riders per week. We had no accidents and one puncture, which is quite remarkable, given the terrain. Congratulations to all who participated, especially the staff at The Merchant Café in Kalamunda.

WHAT CYCLISTS REALLY MEAN

This originally comes from a column in Bicycling mag entitled "Parlez-Vous Bike?"

What Cyclists Say and What They Mean." by Scott Martin.

This trail is a blast
(*I hope you have good insurance*)

I think I might have a flat tire
(*Slow down, will ya?*)

I definitely have a flat tire
(*Help me change it*)

I don't have a low enough gear
(*I've gained 3 kilo*)

I've decided to buy a lighter bike
(*I've gained 10 pounds*)

I'm taking up clog dancing
(*I've gained 25 pounds*)

I'm carbo loading
(*Pass the ice cream*)

I'm tapering
(*I haven't ridden in 2 months*)

The rebound was off, so I modified the damping. But then the elastomers were too dense, so I changed the oil and got rid of the stiction
(*I have a new suspension fork and you don't!*)

If you're a good bike handler, you don't need to wear a helmet
(*I'm so stupid a brain injury wouldn't affect me*)

Nobody needs a dual-suspension mountain bike
(*I can't afford a dual-suspension mountain bike*)

Dual suspension is the only way to go
(*I just dropped 3 months' salary on a dual-suspension mountain bike*)

She's a hammer
(*She's faster than me*)

He's a geek
(*I'm faster than him*)

I bonked
(*All I took for a 4-hour ride was a half-empty bottle of month-old OJ and a moldy Twinkie*)

If you don't crash, you're not going fast enough, dude!
(*I crash a lot*)

I don't own a car
(*I'm a better person than you*)

Why doesn't somebody do something about all these potholes?
(*Why doesn't somebody else do something about all these potholes?*)

I do all my own bike maintenance
(*When I squeeze the front brake lever, the bike shifts gears*)

Thanks for waiting
(*Wipe that smug grin off your ugly face*)

Hey, did you guys hear about those new 1.8 gram carbon-fiber quick-release skewers with titanium springs?
(*I am a very lonely person*)

This section of trail looks doable
(*You first, sucker*)

I want to ride my bike to work, but...
(*I don't want to ride my bike to work*)

He's such a wheelsucker.
(*I can't drop him*)

She's always half-wheeling me.
(*I can't keep up with her*)

The town-line sprint is 100 yards beyond the next bend
(*The town-line sprint is 200 yards beyond the next bend*)

Been riding much?
(*How fit are you ?*)

Not much. You?
(*My anaerobic threshold is 250 and my resting pulse is 14*)

Nah, I've been really busy.
(*My body fat is 2%*)

Well, let's take it easy today.
(*Ready, set go!*)

Hold on, there's something wrong with my bike.
(*Let's stop so I can rest*)

My tires suck!
(*This climb is killing me!*)

Can you clear that drop-off?
(*I can, but I bet you can't*)

It's getting dark.
(*I wanna go home*)

This bike is a piece of shit!
(*I can't ride worth shit*)

I think I broke my arm.
(*There's a little bruise on my arm and I don't want to ride anymore*)

I'd jump that but I don't want to tweak my new rims.
(*I'm too chicken to try*)

This hill is easy.
(*This trail's pretty tough but I'm gonna try and lose you on it*)

That trail is boring.
(*I know I can't make it*)

Last one down is buying.
(*I'll make you feel like a loser and get a free beer too!*)

My bike was acting funny.
(*Otherwise I would have whooped your butt!*)

He's pretty good.
(*I know I'm better than him*)

He sucks!
(*He's better than me*)

That thing's a piece of shit.
(*I wish I had one...*)

Calling any ladies new to cycling (or old to cycling that just want to cruise and get some exercise) that would like to join in some VERY casual rides on Saturdays fortnightly starting 14th May – 9 am starts from the Women's Health Centre in Northbridge. These rides were initiated last year as a social networking for women

who have basic cycling skills (see pg 37 of Velo-City: Perth – Cycling in Western Australia by Debra Mayrhofer). Rides average 1-2 hours, and can range from 10 k – 25 k at a leisurely pace. Rides head North and West to Lake Monger and or Herdsman Lake or South and East to Maylands following bike trails as much as

possible. Coffee stop is part of the plan although you don't have to drink coffee!

For more information please contact Fre-da Cook at WHS – details below. These rides are a great motivator to get out and enjoy the morning with some interesting and fantastic women!

Lift out Rides Calendar page for May/June 2011

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.

Social Night

Wednesday, May 4, 2011 - 7:00pm

To stretch or not to stretch? That is the question. Some find merit in it, others can't be bothered. Bring your questions and objections and see what the physio from Manning Physiotherapy thinks. Who knows we might leave a little more enlightened...

Contact Lucia 0417 189 385

160km Achievement Ride

Saturday, May 7, 2011 - 7:30am

160km Brisk. Meet 7:30am at The Lakes BP Service Station, Cnr Gt Eastern Hwy & Gt Southern Hwy. The scenic course includes Wooroloo, Avon Valley, Northam & York. This is a supported ride so you MUST book with the organiser.

Organiser Don Ward: 0418 948 955 (M), 9371 1338 (H)

Through Yallagonga Reserve

Sunday, May 8, 2011 - 8:30am

50km moderate, some hills. Meet at the Edgewater Train Station for a ride through the Yallagonga Reserve and Wanneroo district. Coffee in the village at Wanneroo near the end.

Leader David: 0439 390 989

Another Great Gidgeganup Caper

Sunday, May 15, 2011 - 8:30am

75 km moderate, significant hills. Meet at 8.30am sharp at Midland station for a repeat of last year's ride from Midland to Mundaring, Chidlow, Gidgeganup and down Greenmount. Back to Midland Regroup points (NOT coffee) at Mundaring and Chidlow, before the break at the Gidgeganup bakery (yum yum). You need to be fit, but it's a great day out.

Leader: Mal 0401103035 or 93585257

You take the high road and I'll just park here!

Sunday, May 22, 2011 - 8:30am

65km brisk. Meet at 8.15am for 8.30am start from Freo station. Colin's will head south as advertised. Deb was going to lead a shorter slower ride. But she is now under doctor's orders not to ride for a while, but is more than happy to meander the Fremantle markets for the morning, while the others are riding. We can start with coffee and figure out what everyone wants/needs to do, and then head off at our leisure, either as a group or meeting up at regular intervals. Bring your shopping bags!

Leaders: Deb and Colin 9418 1571

Committee Meeting

Wednesday, May 25, 2011 - 7:00pm

If you have anything you would like us to discuss, please contact the Secretary, Bruce Robinson.

10,000 in 8 Achievement Ride

Saturday, May 28, 2011 - 8:00am

110km strenuous. Meet at 8:00am at the Kelmscott Train Station. This is the club's hilliest ride. It requires the climbing and safe descending of 10,000'. Time limit 8 hours.

Contact: Connie 0407 640 012

Lake Joondalup & Burns Beach

Sunday, May 29, 2011 - 8.30am

40km mostly flat, leisurely. Meet at 8:15am for a 8:30am sharp start from Edgewater Train Station for a ride to Yellagonga along Lake Joondalup, across to Burns Beach & down the bike path overlooking the ocean to coffee at Hillary's. All welcome.

Leader: John 9485 2330

Foundation Day Long Weekend

Saturday, June 4, 2011 - 9:00am -

Monday, June 6, 2011 - 4:00pm

Foundation Day Long Weekend

Meet at 9 am at the Midland Railway Station for a weekend in Toodyay, with a local ride Sunday and returning to Midland Monday afternoon.

Contact Colin 9418 1571

Swan Valley

Sunday, June 12, 2011 - 9:00am

50km moderate. Meet at 9:00am at

LIFTOUT RIDES CALENDAR

Bayswater Train Station. We will meander through the Swan Valley stopping for a coffee along the way.

Leader Noel 9378 3687

Social Night

Wednesday 15 June—7.30pm

Loftus Centre, Leederville. Come along for a mystery evening!! But if we told you more, it would no longer be a mystery ...

Burswood to Beeliar

Sunday 19 June—8.30am

50 km, mostly flat, moderate pace. Meet at the circular children's playground in Charles Paterson. Park near the lake at Burswood. We will cruise south along the rail line to the Roe Highway off-road path before cruising to the Beeliar wetlands reserve. A casual return via the Ap-plecross foreshore and Kwinana freeway bike path with a coffee along the way.

Leader: Stuart 0409 882 931

Fun in the Hills

Sunday 26 June—8.45am

100kms, moderate to brisk with a "few" hills. Meet at the Kelmscott Train Station at 8:30 for an 8:45 start. For anyone wanting to get a last effort training ride before the Century AR, have we got the deal for you! Take in some of the roads used on the 100 km AR, the 5000 in 4 AR and the 10000 in 8. by joining Jeremy for 100 km of fun with some good climbs and great downhill. Starting and ending at the Kelmscott Train Station we will head to Jarrahdale for a quick coffee before taking on Albany highway, Canning Dam Rd and then Gardiner Rd. We will wait at the top of the climbs for everyone.

You may wish to check the ride at: http://www.mapmyride.com/routes/view/32110454/?open_ive_done=1

Leader: Jeremy 0412 886612

160 km Achievement Ride Take 2

Sunday 3 July—8.30am

160km Brisk. Meet at The Lakes BP Service Station, Cnr Gt Eastern Hwy & Gt Southern Hwy. The scenic course includes Wooroloo, Avon Valley, Northam & York. This is a supported ride so you MUST book with the organiser.

Organiser Ken Pratt : 0410 222 297(M)

Introduction to mountain biking.

Sunday 10 July—0930am

Meet at Langford Park, Nettleton Road, Jarrahdale at 0930. Learn why mountain biking is so popular by riding over the lumps and bumps at your own pace until lunch at 12ish. Really keen dudes can ride up to Jarrahdale from the Armadale railway station.

Leader: Mike Antonio 0414 514 073

CALLING ALL COMMUTERS HAVE YOUR SAY

A PhD student at Monash University, Farhana Ahmed, is conducting a survey on commuters who use bicycles. The survey has been extended to WA and is being coordinated by the BTA over here. It is open to the public – basically who ever rides a bike to get around even if it is only just

short trips to the shops—it is in the interests of all cyclists to complete the survey and is a great opportunity to get a cross-section of people who use bicycles as a form of transport.

This a comprehensive survey uniquely for all WA cyclists who ever ride a bike as transport to get around.

Type in the link below, or easier still click on the link at www.ctawa.asn.au.

<http://btawa.org.au/2011/04/15/prize-commuter-survey-do-the-questionnaire-for-wa-cycling-commuters-and-go-in-the-draw/>

There is a prize draw for those completing the survey.

Rides Forecast 2011	Other Important Dates	Newsletter and Rides
<p>Achievement Rides</p> <p>May—July see calendar above</p> <p>Saturday 6 August—200km AR</p> <p>Sunday 28 August—50km Take 2</p> <p>Saturday 10 Sept—300km AR</p> <p>Saturday 24 Sept—100km AR Take 2</p> <p>Sunday 25 Sept - 200 in 2 Leg 2</p> <p>Sunday 2 Oct—5000 in 4—Take 2</p> <p>Sunday 22 Oct—10000 in 8—Take 2</p>	<p>Social Nights</p> <p>Wednesday 13 July 2011</p> <p>Wednesday 10 August 2011</p> <p>Wednesday 21 September 2011</p> <p>AGM</p> <p>Sunday 4 December 2011</p> <p>Committee Meetings</p> <p>25 May 2011</p> <p>6 July 2011</p> <p>14 September 2011</p> <p>2 November 2011.</p> <p>If you have anything you would like us to discuss, please contact the Secretary, Bruce Robinson—see page 2 for details.</p>	<p>We welcome articles and photos on</p> <ul style="list-style-type: none"> • Rides you have done, in WA or elsewhere in Australia or the world • Articles on bicycles, cycling gear, maintenance or safety • News of members—whether related to rides or not • Health, physiology, exercise programs or anything else related to the rider • Riding tips or techniques • Cycling trivia or quizzes • Anything else! <p>The Editors and other members will be very grateful!! Copy should be sent to: editor@ctawa.asn.au</p> <p>For rides contact : rides@ctawa.asn.au</p>
<p>Other Important Rides</p> <p>Xmas in July 23—24 July 2011</p> <p>OYB Prologue 4 Sept 2011</p> <p>OYB 2011 1—9 October—see page 9</p>		

OYB 2011—Riding the Wave : 1—9 October 2011

By Terry Bailey

The tour will be a one-way tour and will start in Midland with participants being bused out to Hyden. After a visit to Wave Rock, we will ride to Kulin (via the Tin Horse Highway), Corrigin and Bruce Rock before enjoying a rest day in Quairading. We will then continue to York (via Beverley) and Bakers Hill for our final concert night before finally returning to Midland.

The CTA Committee has determined the entry criteria for this tour as follows:

- There will be a maximum of 130 participants for OYB 2011.
- There will be 20 places set aside for the

discretion of the OYB Tour Leader.

- There will be a waiting list made once 110 participants have been selected. This waiting list will be used to fill any cancellations.
- CTA members only will be selected for one month from the date when the OYB brochure has been sent.

During the first month after the OYB brochure has been sent, the first participants selected for OYB 2011 will be all applicants who are members of CTA and who have been “active” during the 2 years immediately prior to the OYB brochure being sent out. Active members are designated as CTA members who have led a CTA ride, have written an article or taken a photo

that has been published in the CTA Chain Letter, are or have been on the CTA committee, or have been a volunteer on OYB.

At the end of the first month after the OYB brochure has been sent out, the second round of participants selected for OYB 2011 will be other applicants who are CTA members in order of the date that their application has been received.

One month after the OYB brochure has been sent out, all other applicants will be selected in order of the date that their application has been received.

The brochures will be out soon—so book early! The budget is currently being reviewed. We expect the tour costs to be just a little under \$600.

FUND RAISING RIDE BROOME TO PERTH

CTA members, Debra Murray and Martin Forster, are cycling 3000 km from Broome to Perth. The trip, starting Wednesday 20 April, is one of series of trans Australian tours organised by Cycle across Oz (Google them to find out more).

Supported by a van and camping in a mixture of bush camps, road houses and caravan parks along the way. Martin and Debra plan to finish the tour in 29 days.



Highlights for the trip are rest days in Port Samson, Coral Bay, Shark Bay, Carnarvon and Kalbarri. The rest days will include time to unwind, sight see, and in Coral Bay go swimming with Whale Sharks (yes, the underwater camera is packed!).

But, its not all fun , Martin and Debra came to WA for work and adventure but want to help too and so far have raised \$1850 for that unique Australian icon, the Royal Flying Doctor Service. If you would like to support them in their endeavours to raise \$3000 (\$1 per kilometre ridden!) then you can donate to the following everydayhero site.

<http://www.everydayhero.com.au/CycleBroome2Perth>

NEW CYCLING JOURNEY PLANNER

This new website will tell you the best way to get around Perth using cycleways and cycle routes. Most journey planners just tell you the best way by car, but this one recognises the most direct is not always the best! www.ridethecity.com

THE KARRI CUP 2011

By Sarah Cutts

Riding the Karri Cup had always been a dream of mine, so when the opportunity came up to be part of a women's team, I jumped at it. The Karri Cup is one of the major mountain bike races in WA, although it also encourages more social riders to have a go and do shorter distances. I wasn't sure that I could manage the 100km off road that fellow CTA member John Farrelly was doing, but 25km seemed possible.

We set off on Labour Day Weekend for the long drive to Northcliffe, a town that had been taken over by mountain bikes. The cup is very important to the town. It advertises itself as Northcliffe – Home of the Karri Cup, and the income generated by the event pays for a full time staff member at the Visitor Centre. At our camp site, the Round Tu-It Caravan Park, we discovered an important benefit to mountain bike events – long queues at the men's showers and toilets, but nothing for the women. It was a nice change!

The rest of the team met up – Jo Minney, Sharon Morris, Leanne Robb, and our wonderful support, Bill Robb (the answer to a maiden's prayer) and set off for the pre race briefing, where a pommie cyclist became confused on hearing about Double Gs, wondering why we needed to beware of large breasted women... Leanne's rider number was 13. We should have heeded the warning and gone to the Blessing of the Bikes, but foolishly went to dinner instead.

Race Day poured with rain, but a lot better than dusty 40 degree conditions. At least the track was firmer. Leanne set off with the pack for the hardest section. As we were being electronically timed, we didn't need to wait for the previous team member to arrive before leaving, so I set off, only to discover later that Leanne had had a spectacular stack, broken her collar bone, but continued on to complete the stage so that the Maidens could continue. What a heroine!

I started off with a steep downhill, but of course what goes down, must come up. Lots of lovely single track and forest paths. I had been concerned about holding up the fast riders on the single track, but there

was no aggression and the atmosphere was great. After stopping for the fabulous lunch, I was having so much fun I joined Jo and Sharon for the third stage, then went through the timer for the fourth, thinking, oh well, I've done 20 metres, might as well keep going.

Leanne's sacrifice paid off, as when we saw the results, the Munda Bidli Maidens were the winners of the Female Teams division! Actually, we were the only female team, but even so we were very proud, and particularly of Leanne.

So, if you have any interest in mountain biking, Northcliffe is the place to be on Labour Weekend.



The Munda Bidli Maiden's strike out in the Karri Cup 2011

SICK CALL

A couple of CTA stalwarts have been in the wars lately and we wish them both speedy recoveries.

Mark Elliott has finally had to get something done for a longstanding knee problem that resulted from a skiing accident many years ago. He had reconstruction surgery on 24th March. He hopes to be back on his bike in a few weeks.

Deb Palacios was in Charlies for a bit over a week in the middle of April with a sub-arachnoid haemorrhage or a bleed into the fluid surrounding the brain. These are usually caused by a weakness and out pouching in the wall of one of the arteries. In Deb's case, no bleeding point could be seen and in such cases the outcome is usually better. However, she needs to take it

easy for a few months and not find any sticks to shake at a tiger.

Nevertheless, it takes a lot to keep Deb down and she is home and in good spirits. Her alternative "ride" with Colin on 22 May (see page 7) is a first for the CTA. We have had leaderless rides before, but a bikeless ride is certainly a new one!!

CHRISTCHURCH EARTHQUAKE

By Sarah Cutts

As we all know, on Friday 22 February, Christchurch was rocked by a devastating earthquake, and many parts of the city were destroyed. It is my home town, and it was heart breaking to see the destruction and loss of life. The damage will take decades to repair, in an economy which is much weaker than Australias.

Christchurch has always had a reputation as a cycle friendly city – even the airport has a bicycle assembly area.

So what can you do to help? You could donate the Christchurch Earthquake Appeal Fund :

www.christchurchearthquakeappeal.govt.nz/.

Or maybe support a Christchurch business such as Ground Effect, Mac Pac and Untouched World (world's most comfortable knicks). Stock up on your outdoor gear with www.bivouac.co.nz, or consider many of the organised cycle rides.

The whole NZ economy is going to be se-

verely damaged, so it is even OK to support an Auckland based business. Most importantly, consider spending your next holiday there, even if it is not in Christchurch. The tourism operators will be in danger of losing their livelihoods. I've cycled with Adventure South before, who were brilliant. Check out www.vorb.org.nz, the local cycling message board, for info on anything to do with cycling in NZ.

I'll be there next February, hope to see some of you there.

CYCLIST'S FEAST

'Twas last Bank Holiday, so I've been told,
Some cyclists rode abroad in glorious weather.
Resting at noon within a tavern old,
They all agreed to have a feast together.
"Put it all in one bill, mine host," they said,
"For every man an equal share will pay."
The bill was promptly on the table laid,
And four pounds was the reckoning that day.

But, sad to state, when they prepared to square,
'Twas found that two had sneaked outside and fled.
So, for two shillings more than his due share
Each honest man who had remained was bled.
They settled later with those rogues, no doubt.
How many were they when they first set out?

Thanks to David Lewis for this puzzle.

LETTER TO THE EDITOR

Dear Sarah and John

Loved the new look website, especially the rolling photo border at the top of the page.

Great article Sarah 'bike engine maintenance'. Written with your usual wit - an enjoyable read, very clever and informative.

Hear, hear John to the importance of wearing a helmet. Whilst competing with Sarah and two other girls in the 2011 Karri Cup recently, I flew over the handlebars of my mountain bike and fractured my clavicle. It could have been a lot worse had I not been wearing a helmet as I had a dent, bruise and graze on my forehead and a helmet with multiple fractures - better the helmet than my head.

Kind regards,
Leanne Robb

All thanks for Michael Waters for his work on the new website
Eds.

ACHIEVEMENT RIDES

We acknowledge the following members in recent achievement rides:

**50km AR
27 Feb 2011**
 Ann Wilson
 Dan Boulter
 Connie Eddington
 Peter Komyschan
 Mike Antonio
 Cara McNish
 Don Ward
 Kleber Claux
 Colin Pearce
 David van Zyl
 John Faris
 Bruce Beacham
 Michael O'Hara
 Mark Corbett
 Rob Boggs
 Chris Rowley

**100km AR
3 April 2011**
 Ken Pratt
 Noel Eddington
 Connie Eddington
 Robert Ghilarducci
 Mike Antonio
 Hillary Beck
 Don Ward
 Mary Roglich
 Colin Pearce
 Stuart Crombie
 John Faris
 John Farrelly
 Rob Boggs
 Jeremy Savage
 Ann Wilson
 Dean Craig
 Cara McNish
 Sarah Cutts
 Kleber Claux
 Martin Forrest
 Mark Corbett
 Debra Murray
 Chris Rowley
 Graham Tait
 Craig Wrightson
 Liz Marshall
 Mark Ewing
 David Lewis

By Brevet

Rob Lydon
 5000 in 4AR—3 Jan 2011
 10 000 in 8 AR—26 Jan 2011
 100km AR—9 Mar 2011

FOR SALE

1. New 700 x 35C Schwalbe Marathon tyres - \$40 for the pair. Proceeds to a charity (as I was given them by "Hutch")
2. Womens cycling shoes Nike EUR size 41, USA size 8, UK size 7 - hardly used - \$40 the pair.

Contact Mike Norman
 Tel: (08) 9448 1978 (H)
 0438 710 527 (M)

CTA CLOTHING



CTA Clothing

The CTA is holding the following stock:

New design CTA jerseys (\$85 short sleeve, \$95 long sleeve):
 Short Sleeve Unisex: S, M, L, XL, 2XL, 3XL

Short Sleeve Womens: 10, 12, 14, 16
 Long Sleeve Unisex: XS, S, M, L, XL, 2XL, 3XL

Long Sleeve Womens: 10, 14

Please note that the sizings for these Sprint Design jerseys are VERY small—most people need two sizes larger than their usual fitting.

The sizes above include a variety of shorter or longer backs, and shorter or longer zips. Any combination of back length, sleeve length or zip length can be ordered directly from the manufacture (12 week lead time). Our suggestion is that you first try on what we have in stock. To place an order, you contact Sprint Design directly via their website at:

www.sprintdesign.com.au/cycling-clothing/cta.html

CTA bib knicks and knicks are also available by special order through Sprint Design.

Old CTA Jerseys (sizing is more generous than Sprint above) Only TWO still available, \$50 each:
 Short sleeve womens Size 12, Long Sleeve mens XXXL

CTA Orange Fluoro Shirts (sizing is very large)
 Short sleeve unisex style only: sz 16, 18 & 22

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

Take-a-Look Mirrors
 Unbeatable Take-a-Look mirrors. Attach to your glasses (and better than an eye in the back of your head) \$20 each
 Adaptors available to attach mirror to your helmet instead \$4.50. Postage for up to 3 mirrors within WA \$2.60

Contact Deb 9418 1571 (H) or email: clothing@ctawa.asn.au for any enquiries or orders.



NEW MEMBERS

We welcome the following new members

Wayne Bertram	Linda Fernihough
Janice Bertram	Liz Miller
Debra Murray	Giuliana Duffy
Ian McDonald	Catherine Gillard
Harry Docherty	

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**

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 Achievement Rides Co-Ordinator

(See page 2 for contact details).

Background

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

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

a "Take 2" this year or suggest that those who miss the "Take 1" should complete any missing rides using a brevet.

Ride time limits

To be considered "successfully completed"

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

a 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.

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 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.

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

If you have completed a ride of similar length and/or difficulty to those stated in the criteria e.g. Audax Ride or Over 55s Achievement Ride, and can produce some evidence as proof, then please contact the 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 AR Co-ordinator. You need to contact him before attempting the ride.

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 2011

The dates for the 2011 achievement rides are published with the Rides Calendar—see pages 7 & 8



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**

