

THE CHAIN LETTER

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

July/August 2011

Issue 219

PRESIDENT'S REPORT

Easter and the Sustainable Tour have come and gone—both demonstrating great innovation in cycle touring—taking advantage of the super long Easter Weekend to travel further south than usual and having a Sustainable Tour meandering back to Mandurah to round off the weekend. My thanks to Simon Koek for the principal organisation of the Easter Weekend and to Noel Eddington for leading the Sustainable Tour. In this issue, Stephen White (p3) and Doug Allen (p4) give their views of these tours.

By the time this issue of the Chain Letter hits letter boxes, the brochure for OYB 2011, *Riding the Wave*, should have already reached you. For the first month, priority is given to CTA members especially those active in the club. If you have not received your brochure and want to register, please contact Terry Bailey—see p9.

The CTA is traditionally non-political (and indeed this stance is enshrined in our con-

stitution). However, it is in the interest of all of us to be represented at both state and local government levels even if not directly by the CTA. The BTA appears to us to have lost its way—I wrote to them two months ago and asked what we got for our membership and never got a reply. The RAC is meant to represent all road users to Government but when they had a specific seminar on bike safety, we were not included nor was anyone who we can see represents us. Individuals—and from our committee Bruce Robinson and Paul Loring stand out—do talk to Government, but do so as individuals.

Bicycle Victoria is clearly trying to fill a power vacuum. They did a good job getting the contract to count cycle commuters back in March.

In the interim I took the decision to attend a meeting together with the Cyclists Action Group and the Over 55s with Craig

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RIDES ETIQUETTE

In our last issue there were some tips for riders—here are some tips for leaders:

If the route you are taking makes a turn, ensure you have seen your tail end Charlie before continuing. If the tail end is not in sight wait until they are.

If they seem to be taking for ever e.g. a mechanical problem may have occurred then ask the group to wait and back track to find out what has happened.

If faster riders want to go ahead then provide them with the next turn point to wait at for the main group. If they are not there when the group arrives then too bad, they ignored directions.

At the start of hilly rides, inform the group that regrouping will occur at the top of a hill or sometime shortly afterwards as appropriate.



Roy, Steve, Noel and Karen on the Easter Ride

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PHOTO CREDITS

Photos from the Easter Weekend and Sustainable Tour have been provided by Stephen White, Simon Koek and Doug Allen. Cara kindly provided a photo of herself to go with her song. David Taylor and Mike Shields provided photos with their articles.

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 (Sept/Oct) should be sent to the Editors (telephone Sarah or email editor@ctawa.asn.au) no later **4 August 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.

2011 Easter Weekend and Sustainable Tour—Take 1

A few days on the road: a personal perspective

By Stephen White

On the road again. Can't describe how good that feels. Away from the office, away from the noise and drab clothing, the furious pace of the masses scurrying to work in the morning, and scampering home again in the evening.

After three days over Easter exploring the highways and byways around Pemberton, we are whittled down to a group of twelve, on the road from Pemberton to Perth: Kleber, Ann, David, Noel, Don, Roy, Doug, Theresa, Bert, Karen, Simon, and me. A frame and two wheels separating us from the bitumen, at the mercy of the elements. Packing all we need to survive into our panniers, we hang the bulging bags on the racks, and pedal north.

Pemberton—Manjimup—Nannup—Donnybrook—Myalup—Mandurah (—Perth). The region is not entirely new to me but the roads are unfamiliar and, as we leave Pemberton, I have the delicious sense of the distance ahead, with commitment but without obligation, with a destination but without distractions to divert us from the devotion of the day: cycling, nothing more, nothing less.

One of our day trips had already taken us to Manjimup, but there is more than one way to reach there. Where we can, we es-

chew the highways, opting instead for minor roads, which plunge through tall forest or skirt farmland. Manjimup is a modest goal for the first day, but there's no harm in that. It's as well to make sure the load sits comfortably and that the bike, not to mention the body, will not fail.

Don has borrowed a BOB trailer for his first multi-day tour, and I'm slightly envious, recalling my 2007 trip around the southwest with my own trailer. But this time I'm on a new bike, built for the task, and it settles under the weight of panniers fore and aft, a tent strapped over the rear carrier, like an old packhorse that welcomes the burden.

The rain that watered us and off over Easter doesn't let up. Showers, some of them heavy, continue to keep us company through the undulating, in places distinctly hilly, country. Each day is longer than the last. Day two, from Manjimup to Nannup, takes us about 55 km in a broad loop to the west then northwest, testing us with a steeply winding section across and up from Barlee Brook, before joining the Vasse Highway. Day three starts north on the Vasse before lurching east and zig-zagging towards Kirup. The 'famous' pie stop is no more, to the disappointment of some, but as several of us reach there, arriving in drips and drabs like itinerants converging on a rumour, the sun emerges and lunch is enjoyed in relative warmth.

Not to be cheated, the rain catches us again just as we resume the trek. Once more we leave the highway and take the back road, closing on Donnybrook from the southeast, some 68 km farther from Pemberton, as the bike weaves.

By afternoon of day three, the tall forest has fallen behind us and we are mainly passing through farmland. It is a sign that we are gradually approaching the populated coastal zone, and on day four this becomes reality. Unlike farther north, where the Darling Range drops sharply, the southeastern approach to Bunbury is a more subtle transition from bushy rolling landscape to flat plain. We're out of the hills almost before we know it, and have left the rain behind.

Rather than tackle the Bunbury traffic directly — with the exception of Don who has a wedding to go to, and is leaving us here — we divert east around the town and join the Old Coast Road just south of Australind. For a while, Karen seems to be struggling to keep up and she wonders herself why she is short of energy, but the truth is a slowly deflating tyre and we pause to investigate. After a couple of attempts at reinflating, it becomes apparent that the tube is only part of the problem; the tyre itself is shot, so Simon gamely volunteers to ride in to Bunbury to find a replacement. Well done, that fellow!

As the sun inches towards the ocean horizon, most of us have already showered and begun to eat when Karen and Simon show up at the Myalup campsite. It has been a long day for them, and everyone is pleased to see them arrive safely. A little later, in the quiet of the coastal setting, gathered in front of TV watching Prince William and Kate tie the knot, we share a 'platter' of biscuits and cheese, olives and nuts



Stephen and Karen at Brookhampton Hall near Donnybrook

Continued on page 5

2011 Easter Weekend and Sustainable Tour—Take 2

By Doug Allen

The “2011 Easter and Sustainable tour” was my first experience of a pannier tour. My previous tour experience was limited to the “Coast the Rainbow” in October 2010 (CTA) and the “2006 Great Western Australian Bike Ride” (Bike Victoria). These were both fully supported tours.

I was keen to participate in the 2011 Easter and Sustainable tour to compare a pannier tour with the supported versions.

The differences were apparent before the ride even started. Not so much about ‘what to take’, but ‘what not to take’. I decided to go with two rear panniers, a smallish bag between the panniers strapped to the carrier and my tent across my handle bars. I also carried a small waist bag for my wallet, camera, sunburn cream, and mobile ‘phone. Was that enough? Up the hills it was too much, and at the caravan park not enough.

The next difference was numbers. The 2006 Great Western Australian Bike Ride had 2,600 riders, the Coast the Rainbow 130 riders. The 2011 Easter and Sustainable

tour comprised 24 riders for the out and back rides over Easter and 11 for the Pemberton to Perth return ride. The smaller number meant we had plenty of opportunity to share meals or a coffee break and socialise together. All of us were soon enjoying each other’s company. This to me is one of the great pleasures of tour cycling.

Most days there was opportunity for riders to choose to deviate from the chosen course and use, say, an unsealed section of quiet road. Naturally any deviation required the leaders to be aware beforehand. It was on these occasions we stopped and talked to a farmer who had bogged his ute and was walking the 3 kilometres back to his farm to get his tractor. On another occasion we encountered a woman who was riding the Munda Biddi track. Both were keen to stop and talk for some time. On most occasions when we pulled into a cafe or ‘Driver Reviver’ stop, other people liked to discuss where we had been and where we were going.

The smaller number of riders possibly meant each rider looked out for one another. I was with a small group in Australind when we heard that Karen had a split tyre. Simon was ‘tail end Charlie’ and cycled the 8 kilometres back to Bunbury to buy a new one. Steve, who was in our group rode some kilometres back to Karen to help.

It was also good to observe the little touches that the leaders undertook, such as ‘phoning ahead to order lunches for all the riders to avoid unnecessary standing around, or to scout around the camping ground we were vacating in case there may be



Karen and Theresa south of Manjimup

equipment someone had left behind.

The night before we left, Steve gathered our dinner plates and put out potato chips, cheese, nuts, raisins, cracker biscuits etc, from his pack or what other riders could contribute. We all then sat around a table in the caravan park and chatted.

Conclusions:

I enjoy both the pannier tour and supported tour concept.

There is more thought and effort required in a pannier tour.

Participation numbers are smaller in a pannier tour.

I have only been on one CTA Sunday morning ride, so to go on tour for 9 days with the regular club riders may cause a little apprehension, but this was soon dispelled. The experienced riders were also very enthusiastic in sharing their cycling knowledge on cycling technique and equipment.

To me, both the pannier and the supported rides are very enjoyable and I am looking forward to future tours.



Boardwalk under One Tree Bridge on Graphite Road

My Trusty Green Steel Touring Bike

(aka The On Yer Bike Christmas Song)

By Cara MacNish

On the first day of On Yer Bike I arrived in
Bremer Bay,
With my trusty green steel touring bike.

On the second day of On Yer Bike I rode
to Boxwood Hill,
With two empty panniers on my trusty
green steel touring bike.

On the third day of On Yer Bike I rode on
to Cheynes Beach,
I drank three cab savs, I had two empty
panniers on my trusty green steel touring
bike.

On the fourth day of On Yer Bike I arrived
in Albany,
I'd done four pilates classes, had three cab
savs and two empty panniers on my trusty
green steel touring bike.

On the fifth day of On Yer Bike I had a
restful day,
I saw five historical monuments... (aaah!)
Had four pilates classes, three cab savs,
two empty panniers on my trusty green
steel touring bike.

On the sixth day of On Yer Bike I rode on
to Denmark,
I had six saddle sores (ouch!)
I'd seen five historical monuments....
(aaah)
Had four pilates classes...

On the seventh day of On Yer Bike I rode
to Peaceful Bay,
I used seven tubes of Savlon on my six
saddle sores (ouch!)
I'd seen five historical monuments...
(aaah)
On the eighth day of On Yer Bike I rode on
to Walpole,
I saw eight BLOODY BIG trees! (aaah!)
I'd used seven tubes of Savlon on my six
saddle sores (ouch!) I'd seen...

On the ninth day of On Yer Bike we fin-
ished at Bow Bridge,

I'd made 127 new friends (aw shucks...)
I'd seen eight bloody big trees (aaah),
used seven tubes...

On the tenth day of On Yer Bike I found
myself back at work (awww)...
But I had ten pleasant daydreams about
127 new friends eight bloody big trees I'd
used seven tubes of Savlon...

On the eleventh day of On Yer Bike I
awoke to a terrible nightmare!
I heard eleven of Colin's speeches...

(What more can one say?)



Cara and her Trusty Green Steel Touring Bike

Stephen White's Personal Perspective

Continued from page 3

and chips, comfortable in the way of those who have travelled together, before the last day when we will go our separate ways.

Saturday dawns fresh and clear and most of us set off fairly early. Each day before this I had found a modest, relaxed pace to cycle, adapting to the speed of whomever I happened to be travelling with, and there-by learned a little more about the art of

cycle touring. On this last day, however, I opt to team up with Noel, and somehow get the bit between my teeth, and we fly. A light tail wind and a smooth, almost empty road help us through the scenic woodland bordering Lake Preston, and along the shore of Lake Clifton. About half way to Mandurah, we pull in to a roadhouse bakery, where Doug and Roy, and a short time later Karen and Simon, find us wolfing coffee and energy food.

Noel and I don't tarry long, though, and reach the outskirts of Mandurah by early lunchtime. After a wee sight-seeing diver-

sion around the west-central suburbs, we finally stop for a short break to sample the local ice cream, then saddle up again for the last leg to the train station. It has been a long day made short at a quicker tempo (despite my saying that morning that it was 'just another day cycling!'), with a great feeling of satisfaction at having taken the chance of this very enjoyable five-day ramble.

My thanks and congratulations to Simon and Noel for jointly organising the excursion. I hope to join you on a similar ride next year.

RIDING THE TIMBERLINE TRAIL

By David Taylor

Over Easter on a cycle camping tour from Manjimup to Margaret river and back with my 16 year old German exchange student I arrived at Nannup with plenty of time in hand so decided to try the section of the Timberline Trail between Nannup and Workers Pool instead of going by road. The trail follows the alignment of the former timber hauling tramway from the State forest to the mill at Nannup. The trail starts over a beautiful old bridge crossing the Blackwood River next to the Caravan Park at Nannup. There are tracks in every direction once over the bridge but you soon learn to watch for little 50mm square metal tags nailed to trees at irregular intervals alongside the correct trail with an icon representing a timber fallers axe.

Initially the path is good gravel. There is a remarkably steep gradient for a tramway at first of at least 1:15 uphill but then you realise the trains would have been travelling unloaded in this direction and only downhill when loaded. On reaching the top of the main gradient the route becomes narrower and really winds between the trees many of which must have grown up since the rails were removed. The surface is soft sandy soil pierced by mounds of coffee rock. It had been dry for some time and our loaded tourers were sinking 25mm into the roadway. It was still slightly uphill. We could not build up any speed on account of steering to avoid the mounds of rock and it was necessary to drag along the whole time in granny gear. It was very hard going.

Although observing closely the trail markers and being convinced that we were on the right track we suddenly came to a T junction. That is a strange tramway we thought and seeing a parallel roadway through the trees to our left we took the



David and Lukas setting off on the Timberline Trail



David Taylor crossing the Blackwood River

turn in that direction. We followed the super gravel roadway down a steep hill for 1500 metres in roughly the same direction that we expected the trail to go and came to a DEAD END. It was the edge of the forest at a farm called Mowen Place or something like that. We could see exactly where we were on the map and the tramway should not have been far away. We backed up the hill 500 metres and took an extremely steep track to the north that followed the edge of the forest in the place that the trail was shown on the map but did not intersect the tramway again until we were in sight of Mowen road so we gave up the Timberline and took to the road for the last couple of kilometres.

I do not recommend this trail for loaded touring bikes. It is more suited to load free mountain bikes. On the return ride I spoke to a girl who had done the downhill ride from Workmans to Nannup on a mountain bike who had had no difficulty but she had wider tyres, no load, it was downhill and had been raining the night before to compact the sand.

Lift out Rides Calendar page for July/August 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.

**160 km Achievement Ride Take 2
Sunday 3 July, 8:00am**

160km Brisk. Meet at 8.00am for an 8.30am start at the Lakes BP Service Station, cnr Greatt Eastern Hwy & Great Southern Hwy. The scenic course includes Wooroloo, Avon Valley, Northam & York. Participants **MUST BOOK** at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser Ken Pratt : 0410 222 297 (M)

**Introduction to mountain biking
Sunday, 10 July, 9:30am,**

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.

Ride Leader: Mike Antonio 0414 514 073

**Hark the Herald Bike Bells Ring!
Wednesday, 13 July, 7:30pm**

Loftus Community Centre, 99 Loftus Street Leederville. Come join us in a long table feast of plum pudding, custard and fruit mince pies. Bring along your good cheer, your singing voice (musical instruments welcome) and, if you wish, a tinned food product which we will donate to charity. Important RSVP by 6 July for catering to -

Organiser: Lucia 0417 189 385 or email: bike_the_planet@hotmail.com

**Coastal Ride
Sunday, 17 July, 9:00am.**

Moderate, road bike: rolling 55km. Starting @ 9:00am at Mandurah Train Station. Enjoy beautiful coastal scenery along the excellent bike path down to Dawesville. Coffee along the way or back in Mandurah.

In the case of inclement weather, check with the ride leaders should they decide to cancel.

Ride Leaders: Lance & Patricia – 0409 905 995

**Kalamunda Cake
Sunday, 24 July, 8:30 am**

Midland Train Station, Moderate, Road Bike: Hills 40km. This is a simple ride up to Kalamunda including a significant climb up either Kalamunda (short ride if weather is bad) or Welshpool Road (long ride) for refreshment in Kalamunda before returning via the Zig Zag to Midland.

Ride Leader: Stuart 0409882931

**Mark's 100km
Sunday, 31 July, 8:30am**

Canning Bridge near the Raffles Hotel, 100km Brisk. Meet at the Raffles side of the Canning Bridge @ 8:30 for an 8:45

start. The ride is down the PSP for 50kms & return, we can do a longer distance if everyone on the day agrees!

Ride Leader: Mark C 9316 3053 or 0410 763502.

**200km Achievement Ride
Saturday, 6 August, 6:30am**

200km Hard, 6:30am for a 7:00am sharp start. Meet at the car park off Morrison Rd (adjacent to the Midland Police Station) for registration and map/ride description. This is a challenging ride that takes in Toodyay, Dewar's Pool, Bindoon and the Chittering Valley. The time limit is 13hours 20mins (average 15km/h). Lights are a must.

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

Organiser: Kelly 9493 2237

**Row, Row, Row Your Bike
Sunday, 7 August, 9:00am**

Cannington Train Station. 50km, Mostly Flat, Moderate. Ride up the Canning River for a rendezvous with the Champion Lakes Rowing Complex. After a lap of the rowing course (on our bikes) we will recuperate with refreshments before returning to Cannington via the railway PSP.

Ride Leader: Terry 9472 9887

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LIFTOUT RIDES CALENDAR

Continued from page 7

Around the World in 80 minutes Wednesday, 10 August, 7.30pm

Loftus Community Centre, 99 Loftus Street, Leederville. Not travelling away with your bike this year? Come and experience the next best thing by listening to three different stories from members who have indulged in a spot of far-away free-wheeling.

Organiser: Lucia 0417 189 385 or email: bike_the_planet@hotmail.com

Braking and cornering session Sunday, 14 August, 8:30am,

Social: Under 15 km/h, Road Bike: Rolling. It's time for the annual refresher (90 minute session) on braking and cornering, the often neglected principle of cycling. See more on page 9. If it is wet we will shift to the following Sunday.

Leader: Paul Loring paul@loring.name or 0413 007 266

Avon Valley River Ride Sunday, 21 August, 8:30am.

Moderate, Road Bike: Some Hills. Guildford Train Station. Just one hill (albeit a nasty one) on this ride. Coffee in the Swan Valley – concluding back at Guildford.

In the case of inclement weather, check with the ride leaders should they decide to cancel.

Ride Leaders: Lance & Patricia – 0409 905 995

50km Achievement Ride Take 2 Sunday, August 28, 2011, 9:00am

50km Moderate, 9:00am for a 9:30am sharp start. Meet at the service station on the corner of Nettleton Road and the South Western Highway, Byford, for registration and map/ride description. This is your second chance at achieving the 50km. The time limit of 3 hours 20mins (average 15km/h) should ensure that everyone has a chance of completing the distance.

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

Leader: Noel 9378 3687

OYB Prologue Sunday, 4 September, 8:30am

Meet at Murdoch Train Station at 8:30am for a 9:00am departure, 45km, Rolling/Some Hills, Moderate. Come and meet some of your fellow OYB tourists as we meander through some of Perth's southern suburbs and the Beeliar Regional Park on our way to a secret destination for morning tea. After some refreshments

and a chat we will return to the start.

Leader: Terry 9472 9887

300km Achievement Ride Saturday, 10 September

300km Hard. This is the CTA's hardest ride, having to complete 300km in 20 hours (average 15km/h) and is required to complete the Super Achiever Series.

Participants MUST BOOK at least one week prior to the ride to arrange details and there is a \$10 fee for non-members (and subject to approval).

Organiser: Sarah 9443 8095

NEW CTA SOCKS

Stay tuned for the production of new CTA socks—same design as now but in colours to match the new jersey.

Available in time for OYB!!

SARAH'S MULLED WINE

This recipe is great for cold winter nights. Just don't waste the Grange on it!	½ cup sugar
1 cup water	Heat together until boils. Then add
1 cinnamon stick	2 sliced lemons
4 whole cloves	1 bottle red wine
	Heat through without boiling. Strain. Reheat. Drink.

Long Term Forecast 2011

Achievement Rides

July—August see calendar above

Saturday 10 Sept—300km AR

Saturday 24 Sept—100km AR Take 2

Sunday 25 Sept - 200 in 2 Leg 2

Sunday 2 Oct—5000 in 4—Take 2

Sunday 22 Oct—10000 in 8—Take 2

Other Important Rides

OYB 2011 1—9 October—see page 9

Social Nights

Wednesday 21 September 2011

AGM

Sunday 4 December 2011

Committee Meetings

6 July 2011

14 September 2011

2 November 2011.

If you have anything you would like us to discuss, please contact the Secretary, Bruce Robinson—see page 2 for details.

For Rides contact: rides@ctawa.asn.au

For Social events: social@ctawa.asn.au

Newsletter Articles

We welcome articles and photos on

- 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!

Copy should be sent to: editor@ctawa.asn.au

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.

Brochures and entry forms were sent out to all CTA members in early June. By the time you receive this newsletter the one month reserve period for CTA members will be almost over and after this entries

will be open to all applicants on a first come basis. (Refer to the May/June Newsletter for details on the selection process.)

Please complete and post your entry form as soon as possible to avoid disappointment on missing out on a place on tour.

BRAKING AND CORNERING SESSION

For a couple of years I have run a training session for the club riders on 'Braking and Cornering'. One of the greatest benefits of this particular training, is I also get to refresh my own braking technique, a skill that a rider cannot practise too often.

Earlier this year while coaching some novice tri-athletes, one rider 'smoked' her tyre, when a 4WD with a heavily laden 4 wheel trailer overtook and immediately turned left across her path. It was spectacular and frightening to watch from 50m

behind.

My session is aimed at all club members be they new to cycling or old experienced hands needing a refresher, committee members, ride leaders, or those preparing for the coming OYB tour. Braking on today's bikes is quite different to how I was taught as a boy eons ago.

I run the session a little earlier than most winter rides, so that we can use a car park in Kings Park, before the roads get busy. You need to attend the whole session as I

will take you through a progression of about 4 different exercises. After 90 minutes you will have some things you can practise later at your leisure, and it will be early enough to possibly organise a leaderless ride to a café.

Practicing braking needs to be done on dry roads, hence if it is wet, I'll re-schedule to the following Sunday.

See you on the 14 August 2011.

Paul Loring, ACF Coach.

BABIES ON BIKES

The Women & Infants Research Foundation has launched a study using young pregnant mums participating in some blubber-busting diabetes-divesting exercise! They are looking to recruit people willing to help with the study.

Researchers know that regular exercise decreases diabetes risk during pregnancy, but this study will be a first in answering "Does regular exercise prevent gestational [ie pregnancy related] diabetes?" by putting women with prior gestation diabetes on their bike second time around. More specifically, study participants get a free exercise bike, an exercise program and regular coaching visits from qualified trainers from the School of Sports Science, Exercise and Health at UWA.

The two year study will investigate other health and wellness parameters and Prof John Newnham is looking after the obstetrics side while the exercise aspects are

led by Dr Kim Guelfi at UWA.

The Cycle Study, or as the researchers prefer to call it, the Babies on Bikes study, will recruit 200 pregnant women at 12—13 weeks gestation, with a prior history of pregnancy diabetes. The study stages are at 14 and 38 weeks, with half entering the exercise program after 14 weeks. It is hoped the research will provide improved guidelines for exercise during pregnancy.

GPs are being asked to recruit patients, but any likely mums who have had diabe-

tes in an earlier pregnancy are welcome to call 6488 2602 or visit www.wirf.com.au/research.



SOUTH WEST MOUNTAIN BIKE TOUR

By Michael Shields

Photographs: Michael Shields and Tony Woodhill

The preparation for an off-road mountain bike ride through the South West takes time and you have to cater for those who haven't camped under the stars very much but we managed to put together a group who didn't complain too much.

After spending hours poring over maps to decide where to go we used last year's starting point of Peter Rowe's Yallingup property. From there the journey took us to Nannup, Busselton and finally back to Yallingup — a distance of about 250km over four days. It included the Busselton-Augusta Heritage, Timberline and Munda Biddi trails and also followed the original railway line from Jarraewood to Busselton.

We did not take the unsupported route and used one support vehicle and a trailer to carry bags, tents, food and drinks for us eight cyclists, with each rider taking to drive throughout the trip.

The first day's ride was from Yallingup to Canebrake Pool in the forest about 20km east of Margaret River. Part of the route was along the Busselton-Augusta Heritage Trail, which was created in the early 1980s



John d'Espeissis, Jan Stinton, Peter Rowe, Tony Woodhill, Graham Ford & Rob Stevens

as an off-road alternative to the main highway from Busselton to Augusta.

Our first stop after leaving Yallingup was at Carbanup River where we loaded up on coffee and cake. We then headed south until we passed through a range of hills called the Whicher Range, where large gas reserves — said to be about 4 trillion cubic feet — were discovered more than 30 years ago. However, the gas has proved difficult to extract from the ground.

The first thing on the agenda on arrival at picturesque Canebrake Pool was lunch. But Jan, our designated vehicle driver on that section got lost. Threats of bodily harm were bandied about by us while waiting for the errant driver to turn up. While waiting we went for a swim, which proved a shock because, despite the 28C day, the crystal-clear water was decidedly cold.

After setting up camp and enjoying a barbecue dinner (on a gas barbecue because there was a total fire ban on open fires because of WA's drought) it was off to bed for the weary cyclists. We woke to a clear autumn day and after breakfast and breaking camp we were soon on our way for Nannup.

The first couple of hours of the second day's ride was spent on part of the heritage trail until we got to Rosa Glen Road where we turned left. After crossing Sue's Road we again took to the gravel roads and bush tracks.

The big fear about riding through the bush between Margaret River and Nannup was getting lost. This was because of the many tracks criss-crossing the area which aren't marked on maps. So it wasn't much of a surprise when the inevitable happened . . .



Tentland at Canebrake Pool

we became lost.

Tony Woodhill's answer to finding his way out of the predicament was to turn on his mobile phone to check his messages leaving the task of finding out where we were to the rest of us. Luckily, we happened to be in an elevated area and his i-Phone was receiving a signal, so we used the GPS function to find out where we were and gave us the directions to make it to our first destination of the day — Barrabup Pool. Then it was along the Timberline Trail (part of another original timber rail line) to our overnight stop in Nannup, where hot showers, drinks and food were available.

First stop in town was The Good Food Shop in the main street where we had the good fortune to spot a now rarely seen bandicoot in the secluded garden at the back of the cafe. That night, after setting up camp at the Nannup Caravan Park we enjoyed an excellent meal with some fine wines at the Nannup Bridge Cafe.

The third day of our ride again dawned bright and clear and after packing up our tents there was a short stop at the Blackwood River Cafe for coffee before we headed out on the Munda Biddi Trail for Jarrahwood about 30km away. The trail follows the former railway line which ran from Nannup to Busselton and was built to ship timber to Busselton in the early 20th century for shipment overseas from the recently refurbished Busselton jetty. Along the trail are many signs detailing the history of the region.

Jarrahwood was the original site of a huge timber mill, but these days only a few homes and a small museum holding artifacts and many photographs of those tough times are left. From Jarrahwood it was on unmarked tracks through the bush where the riders again got lost. This time there was no i-Phone magic to help but the intrepid mountain bikers just bush bashed until they came to a road and the support vehicle was found.

There was only about 15km of bush track left to ride before the smoothness of 30km of paved road took us into Busselton. Accommodation on the last night was in the luxury of villas at a caravan park because



On the Munda Biddi Trail heading for Jarrahwood from Nannup

of our late arrival in town. Our meal that night was at one of many eateries open in town.

The last day of our ride was on the cycle path along the Busselton foreshore until we turned inland near Abbey Beach. John d'Espeissis, a third-generation local of the area, was able to provide an entertaining commentary on the area's history as we headed for Simmo's in Dunsborough for a well-earned ice-cream to provide us with the energy for the final hilly 25km to Yallingup.

So, after four days cycling through the South West we made it back to our start point having survived getting lost a few times, but all agreeing we will do it again

next year.

Fact box:

Nannup eateries: The Good Food Shop, Ph (08) 9756 1351; Nannup Bridge Cafe, Ph (08) 9756 1287; Blackwood River Cafe, Ph (08) 9756 1120. Nannup Caravan Park, Ph (08) 9756 1211, email: reservations@nannupwa.com; Busselton Villas and Caravan Park, Bussell Highway, www.busseltonvillasandcaravanpark.com.au; Ph (08) 9752 1175, Munda Biddi Trail maps, www.mundabiddi.org.au; Hema Maps: South West Corner, Margaret River and Southern Forests, www.hemamaps.com.au; Simmo's Ice Cream, Commonage Road, Dunsborough



At the Blackwood Café in Nannup

ACHIEVEMENT RIDES

We acknowledge the following members in recent achievement rides:

5000 in 4—17 April 2011

Mike Antonio	Richard Marshall
Hilary Beck	Colin Pearce
Kleber Claux	Ken Pratt
Stu Crombie	Mary Roglich
Connie Eddington	Chris Rowley
Noel Eddington	Don Ward
Paul Loring	Stephen White
Bruce MacPherson	Ann Wilson
Liz Marshall	

160km—7 May 2011

Mike Antonio	Cara MacNish
Kleber Claux	Chris Rowley
Stu Crombie	Graham Tait
Noel Eddington	Ann Wilson
Giselle Hosgood	

10 000 in 8—28 May 2011

Hilary Beck	Cara MacNish
Rob Boggs	Perry Raison
Stu Crombie	Don Ward
Noel Eddington	Stephen White
Peter Komyshan	

PRESIDENT'S REPORT

Continued from page 1

Wooldridge of the DoT on some safety and infrastructure issues that badly need to be addressed for all cyclists.

There is a difference between some profile and no profile. And at the moment we have no profile and no reasonable cycling interest body to do it for us. But members can rest assured, I have no intention to see us become lobbyists and I hope the present vacuum does get filled.

By all means let me know your thoughts.

Take care.
And ride
safely.

John Paris

NEW MEMBERS

We welcome the following new members

Brigid O'Brien	Sandy Carlton
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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.



CYCLIST FEAST

THE CYCLISTS' FEAST.— solution

Remember that fiendish puzzle in the last Chain Letter? Thanks to David Lewis for the answer.

There were ten cyclists at the feast. They should have paid 8s. each; but, owing to the departure of two persons, the remaining eight would pay 10s. each.

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



Roy, Theresa, Kleber, Bert, Ann and Doug outside the YHA in Pemberton at the start of the 2011 Sustainable Tour

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 web-site 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

