

THE CHAIN LETTER

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

September/October 2012

Issue 226

PRESIDENT'S REPORT

The hills are alive with the sound of carols. Christmas in July was celebrated with good cheer, a few songs and of course cycling. We met in the city at 11:00am and enjoyed beautiful weather all the way to Yanchep National Park. After enjoying a hearty Christmas dinner we woke to a full cooked breakfast, kangaroos and koalas in the park and the enjoyment of spending more time with our friends in the CTA. For the ride home we took an inland route passing through farm land which showcased the beauty of our wonderful state. The group slowly reduced in size as individuals pulled off the cycle path until the final person made it home, fully satisfied from a great weekend.

Mark and I are currently travelling through Alaska and met a couple from Germany and the Netherlands who are starting a one year cycle trip from Alaska heading south. They are in their first week and have no set plans or time schedule other than to head south. Brings back wonderful memories of New Zealand when for 3 months we worked to the same

plan. The sense of pure freedom from this form of cycle touring still stirs up the wanderlust and the desire to go cycle touring again.

By the time you receive this newsletter the Tour Leaders 101 evening at the Loftus Centre in Leederville on the 15th August will have occurred. Regardless of what form of cycle touring you choose I encourage you to give it a go. There is a wealth of knowledge in the club which is available if you are interested in learning more. Many of our members have extensive cycle touring experience, whether that be individual touring, in a group or on a fully supported tour, who are willing to share their stories and advice if required.

This evening is to be followed by a Master Chef Trangia Cookoff on Wednesday the 12th September. I look forward to the creations that our members make to demonstrate their superior camping cuisine. I attended a similar evening with the CTA a few years ago and am still amazed at what some people can make with so few

ingredients and a little creativity.

August 11th will see the keen take on the roads for the 200km Achievement Ride. If this isn't enough cycling in a day you can also tackle the 300km Achievement Ride on Saturday the 1st September. Good luck to all those who attempt one or both.

The Tour de France has finished for another year with victory for England due to a sterling ride by Bradley Wiggins. Here's hoping Cadel can return to his form of last year again soon.

With our busy lives we sometimes forget to take time to enjoy the small things in life and to appreciate the people in our lives. I would like to pass on my thanks to everyone on this year's committee for their wonderful work and efforts so far and to all my friends in the CTA. Travel safe and I look forward to seeing you on your bike very soon.

Regards.

Teresa



Line Up for the start of the 50km Achievement Ride (Byford) 19 August 2012

IMPORTANT DATES

Social Nights

Wed 12 Sept—Master Chef Cookoff

Tours

Sat 8—Sun 9 Sept : Waterous Loop Mountain Bike weekend

Sat 28 Sep—Mon 1 Oct : Albany Mountain Bike Weekend

Sat 27 Oct—Sun 4 Nov: Rounding the Capes—OYB 2012

Wed 13—Sun 24 Feb 2013—Tour Down Further

Sun 24 Mar—Sat 6 Apr 2013: Sustainable Tour/Easter 2013

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THE CHAIN LETTER

The Chain Letter is published by the Cycle Touring Association of WA (Inc) every two months.

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
- Letters to the Editor
- Anything else!

The Editor will be grateful!! Copy and photos (at least 500kB in size please) should be sent to: editor@ctawa.asn.au

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Cover Photos : John Faris & Jenny (Crombie)

Achievement Ride Successes

**10000 in 8 AR
9 June 2012**

Hilary Beck
Tony Belcher
Wayne Bertram
Rob Boggs
Sandy Carlton
Mark Corbett
Perry Raison
Bruce Robinson
Mary Roglich
Peter Treasure
Don Ward

**100km AR Take 2
30 June 2012**

Hilary Beck
Tony Belcher
Janice Bertram
Wayne Bertram
Peter Evans
Alan Jackson
Penelope Jackson
Christine Liddiard
Paul Loring
Bruce Robinson

Mary Roglich
Peter Treasure
**200 in 2, Day 2
1 July 2012**
Hilary Beck
Janice Bertram
Wayne Bertram
Christine Liddiard
Paul Loring
Andy McFadyen
Bruce Robinson
Mary Roglich
Peter Treasure

**160km AR Take 2
21 July 2012**

Tony Belcher
Wayne Bertram
Stu Crombie
Brian McAuliffe
Mary Roglich
Don Ward
**200km AR
11 Aug 2012**
Tony Belcher
Wayne Bertram

Rob Boggs
Sandy Carlton
Stu Crombie
Robert Dekker
Liam Flannagan
Rob Lydon
Perry Raison
Leon Straker
Don Ward
**50km AR Take 2
19 Aug 2012**
Hilary Beck
Tony Belcher
Janice Bertram
Wayne Bertram
Dean Craig
Stu Crombie
Sarah Cutts
John Faris
Rob Ghilarducci
Frances Kirchner
David Lewis
Paul Loring
Brian Mooney
Peter Treasure
Stephen White

DEADLINES: Contributions for the next issue (Nov/Dec) should be sent to the Editor (editor@ctawa.asn.au) no later **6 October 2012**.

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.

Cycling Through the Pyrenees Mountains

By Colin Prior

Deb and I had just finished our holiday together in France and it was time for the next phase, Deb was flying home and I was doing a supported cycling tour through the Pyrenees Mountains. I arrived in Pau, our start/finish town at the foot of the Pyrenees, with plenty of time to spare before the start so had several days to look and ride around.

We all meet the evening before the tour started and I was surprised to find there were only six guests and two guides. It was even more surprising to find that four of the guests were Australian. Both guides assumed that we all knew each other and came over as a group, so it was very much to their surprise to find none of us had ever met before.

Day One.

We had the choice of a 45 km rather flat loop or a 90 km loop that included the Col de Marie-Blanche, a 1st category climb up to 1035m. I for one didn't travel half way around the world to a mountain range to do flat rides. The first forty km was through rolling hills, farm lands and little French villages until we eventually reached the village of Escot which is the start of the Marie-Blanche. All the moun-

tain passes have signs at the bottom with the distance to the top and the average gradient. This one was 9.3 km with an average gradient of 7.7%. So although much longer than any of the climbs up the scarp in the Perth hills, the average was not as steep as many of the roads I'd trained on; how hard could it be?

The first half of the climb was very gentle indeed which didn't bode well for the last 4 km. Fears confirmed! The second half of the climb has long sections of 14% gradient. That's considerably steeper than Mount St up to Kings Park in Perth and only just short of the legendary Paterson Rd on the CTA's 10 in 8. The last kilometre was ONLY 12% - a welcome relief!

The ride down the other side was very easy and so was the gradual 30 km slightly downhill all the way back to Pau. All up it was a nice little taste of things to come.

Day Two

Day two was the longest ride of the tour at just under 150 km, but also probably the easiest. No big mountains, just easy rolling through the northern foothills of the Pyrenees. Naturally no ride is complete without coffee so after about 50 km we stopped at Lourdes.

Lourdes is a pilgrimage city where visions of The Virgin Mary have been seen since 1858. The really "interesting" thing for a modern day cyclist is that centre of the town is full of narrow, one way circular streets that are crowded with tourist buses. To make it even more interesting each month they change the direction that they are one way, one month clockwise, the next month anti-clockwise!

The rest of the day was spent riding through lush farm lands and more rolling hills on the way to Saint Gaudens. A quick glance over to the right though and the High Pyrenees were a constant reminder of what lay ahead.

Day Three

After a very French breakfast of fresh pastries, we were ready to face a day which included two very serious climbs. After 25km we stopped for coffee in a stunning little town square that also just happened to be the official start of the first big climb of the day, Port de Bales, 19 km at 6.5% average up to 1755m elevation. Some may know it as the scene of an incident from the 2010 Tour de France known as "Chaingate" where Andy Schleck dropped his chain, lost time on his rivals and prob-

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Top of Col de Marie-Blanche. Not very long but probably the hardest of all the climbs on the tour.



The view from Col d'Aspin looking toward the highest pass in the French Pyrenees, Col du Tourmalet

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ably lost the Tour that day as well.

The ride down the south side was, to put it mildly, rather hair raising. Constant hairpin corners, no railings and huge drop-offs if you took a corner too quickly, made it a descent to remember. Soon though we were back on main roads screaming downhill towards the start of the next climb, Col de Peyresourde. To say that the start up the Peyresourde comes up rather quickly is an understatement; I was sill rocketing down at 65+km/h when I noticed the sign off to the right and also that the GPS was saying, "Turn right". My little detour of course caused extreme mirth and merriment in the group—and it meant I was the last one to start the climb.

The weather had been perfect, but just as we started the clouds cleared and the temperature soared. Fortunately living in Perth for 12 years does tend to make one rather acclimatised to 38 degree days and while the others wilted in the heat, I was the first to the top for the one and only time. At the top there was a little cafe with coffee and crepes the order of the day.

Soon we were headed down the best and fastest decent of the entire tour. Unlike most climbs in the Pyrenees, the north side of Peyresourde is not only steep but has a fairly straight road with sweeping corners and very few hairpins. Most of the way down was over 70km/h and I had a top speed of 95.6, fastest for anyone on the entire tour. (Some of you have seen the video taken on the descent)

Beers all round at the hotel in Arreau were a great way to end the day.

Day Four

No packing this morning as the plan for the day was a loop that included two big climbs and overnight again in Arreau. The ride started by heading back up the road we had come down the previous day before turning off towards Col de Val Louron-Azet. Most of the climbs in the Pyrenees follow a similar profile of 3-4% gradient at the bottom, a bit steeper in

the middle and pitching up sharply for the last 2-3 km. Val Louron-Azet on the other hand starts at 10% and has several pitches of 12+% within the first 1 km. A most uncivil way to start, me thinks.

Soon though the road flattens out a little and it was a very pleasant 10 km up to the top. After the mandatory photo next to the sign at the peak we headed down to the stunningly beautiful village of Saint Lary for coffee.

Above Saint Lary is an area known as Pla d'Adet with a ski resort named Saint Lary 1700. With the climb starting at 600m and 12km to the top, there were no prizes for guessing what lay ahead. The climb of Pla d'Adet is hard. It is often used as a mountain top finish in the Tour de France and only the legendary Alpine climb of Alpe d'Huez has been used more often.

That said though, we all made it to the top where Simon, the support guide for the day, was ready with a welcome lunch.

Only one way up, so the same way down with a top speed of 88.1 km/h, pipped at the post though for top speed of the day with big Jonathan from Melbourne reaching 91.0. Once back in Saint Lary it was an easy 25 km back to the hotel in Arreau for a very welcome and well earned beer.

Day Five

Day Five was quite simply the best and most memorable day's riding I've ever done, bar none. It started as soon as we left Arreau with the climb of the Col d'Aspin. Of all the climbs we did, Aspin was the prettiest as well as the easiest, with a steady average of 6.5% for 12 km, . One of the great traditions of the Tour de France is to paint the names of the riders on the roads. About half way up, I just had to stop to get photos of a whole group of names, but most importantly, "EVANS". Actually his name was everywhere on the roads as he had won the Tour only a few months previously, capturing the heat of the whole country in the process. It was a good time to be an Australian cyclist in France. After topping out at 1489 meters there was an equally enjoyable decent to the tiny village of Sainte-Marie de Campan.



Many names painted on the road but most importantly, EVANS. Cadel had won the tour the previous month.

Ever since I've been cycling and following the Tour de France, I've had a dream of climbing one particular mountain pass, the highest of all the passes in the French Pyrenees and our next objective, Col du Tourmalet.

It was surreal riding through villages and along roads that I had not visited before but which seemed so familiar from watching the Tour. At one stage I remember thinking, "Just around this corner we'll see the ski resort of La Mongie with the summit in the back ground"; and there it was. All too soon we came across the 1 km to go sign and shortly after that the famous statues and monuments that mark the top of Tourmalet. Time for coffee, crepes and photos. The descent was again technical but also very fast so took only about 20 minutes to cover the 19 km to the bottom without having to pedal at all.

Then came the fun bit, 30km from Luz-Saint-Sauveur to Lourdes, slight downhill, strong tailwind and perfect road all through a deep Pyrenees valley. I was in cycle heaven.

Day Six

Sadly, this was the last day of the tour. But we still had 110 km of stunning riding ahead. Soon after leaving Lourdes, we turned onto a small country lane that got progressively more narrow. Next thing I knew we were on cobblestones. What I thought was a little country lane turned out to be a Roman era road from about 200AD. Those Romans sure made roads to stand the test of time!

Soon we were on the way up the first

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By Terry Hannan

There's a feeling of excitement brewing among club members as they anticipate the club's participation in the Tour Down Further in February. Many of those taking part have never been to New Zealand before and the 11 day tour from Picton at the tip of the South Island to Queenstown NZ's adventure capital in the South will cover many iconic landmarks with stunning vistas.

On the suggestion of a club member a rest day has now been factored in for Fox Glacier where a short trip to view the Southern Alps reflected in Lake Matheson will compete against a trip up and on to the glacier. A support van with cycle racking follows the event bringing both our lunches and a welcome seat if the legs aren't up to enjoying 1 of only 2-3 short steep pinches along the route. The trip

across Cook Strait on the Arahura ferry is bound to be a great experience for the novice NZ visitor. As will the panorama of the Southern Lakes.

Accommodation options are many though organisers are coordinating these as much as possible to keep everyone together for the inevitable après bicyclette socialising. Accommodation for the 11 nights thus far booked has come in around SA600 pp and all in made up beds. Commemorative cycle clothing [bib shorts and top] featuring a map of the route is available for \$US43.00 Incl postage...yes, you read it right. We are well on track to having the numbers allowing for community groups to do the catering. The menus they've suggested look scrump-



tious and make the ideal fuel to keep the legs turning and all at reasonable prices. So, if you want to experience what is often described as being 1 of the top 5 cycle routes in the World come and join us... we're going to have a great time.

For further details contact Terry Hannan, 0415 144 388 or thandkh@bigpond.net.au

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climb of the day, 1474 meters to the peak of the Col du Soulor. True to form there is a cafe at the peak and there are no prizes for guessing where the first coffee stop of the day was taken. Caffeine levels replenished and then only one more major obstacle, the 1709 meter Col d'Aubisque, where we had lunch. The descent was super fast and again big Jonathan got the top speed of the day with 88.2 to my 87.8. Bugger! Thought I had him that time. Well at least I got top speed of the tour. That evening back in Pau we had a final dinner at a top restaurant before all heading our own ways the next morning. Truly a great holiday.

Conclusion

If anyone is thinking about a cycling holiday in Europe I can strongly recommend a similar type of organisation as the one I used: French Cycling Holidays (actually based in London). Although expensive,



Simon, one of the two tour guides, prepares lunch

they arranged and prepaid everything: all the bookings, all the meals, morning tea, transport, maps, had our bags in the rooms when we arrived at the end each day, mechanical and medical support and half a bottle of wine (read 2 bottles of wine) per person each evening meal. In fact the only time I had to open the wallet was for the mandatory end of the day beer and souvenirs.

CHANGES TO ACHIEVEMENT RIDES ADMINISTRATION

In past years, we have had to finalise the Achievement Rides a month before the AGM. This allowed the Committee time to confirm the awards, have badges manufactured (showing the year) and ensuring there are sufficient mugs for the worthy recipients.

With the change to the AGM now in Feb/Mar each year, there is sufficient time for these administrative tasks to be completed after the end of the year.

Therefore, with immediate effect, the Committee will consider any qualifying achievement rides completed up to and including 31 December in any year. Any brevet cards must be received by the AR Co-ordinator no later than 7 January.

CHRISTMAS IN JULY—YANCHEP 14—15 JULY 2012

Hark the Herald Bike Bells Ring was the name for Christmas in July 2012 held at the Yanchep Inn, Yanchep and organised by Lucia Britto. With the weather in our favour on Saturday morning 14th July 2012, 16 members turned up at the Green Sculpture in the city for the cycle ride to Yanchep already getting into Christmas spirit. "It was a wonderful sight to see everybody set off, manoeuvring through Wellington Street traffic" said Lucia.

Mark Corbett lead the fearless team north to Yanchep. Terry Bailey had designed a route to avoid the traffic on Waneroo Road. A number of people had a GPS, but everybody thought somebody else had programmed theirs and nobody had

thought of bringing the instructions printed in the last Chain Letter. So the main group missed the turnoff on Marmion Rd and carried on north together with all the traffic following the signs to Yanchep, but still arriving safe and sound by 4.30pm. Stu got a puncture—but the unnamed Brains Trust were unable to find the problem. It needed to be repaired three times.

Certainly the Yanchep Inn was full of Xmas spirit with 22 sitting down for Xmas dinner. Devo made a brilliant Santa and for all of those who gave him their dreams and wishes. Here's hoping they all come true.

The carol singing competition was a great hit, won by Noel and Connie's group

which not only knew the words but were able to render the carols with a reasonable harmony.

In the morning, a number enjoyed a walk around Loch McNess, the lake at Yanchep, but a number of others thought an early start a little difficult.

The ride back from Yanchep stopped for lunch in Joondalup before continuing on to the CBD. There was a unanimous decision that the ride back should be led by Don Ward. He had ridden to Yanchep by himself after work and claimed to have followed Terry's route without difficulty. All agreed the quiet winding back roads were much better and a good way to end a wonderful weekend.

Ed: Many thanks to Terry (route planning), Mark and Don (leading), Devo (Santa) and of course Lucia for a great celebration

SANTA (AKA DEVO) RECALLS XMAS IN JULY 2012

Ho,ho,ho everybody, Santa here; I'd like to thank the CTA making the journey on their bikes to ride to my little retreat here at the Yanchep Inn and trust you all had a good time.

My loyal staff prepared the abode with lovely flashing lights everywhere and a Christmas tree inside the front foyer for you to enjoy. Also, my staff invited your bikes to a side room so your bikes wouldn't shiver overnight.

Also, staff prepared a lovely fire place in the main dining hall so you could enjoy your winter feast.

All riders arrived well before dark and I was eager to meet them all after they had enjoyed a fabulous 3 course dinner.

And now...it was time to meet them: "Ho, Ho, Ho ladies and gents; welcome to my Winter Wonderland. Have you all been good boys and girls?" Hmm...a few are pointing fingers here and there; I hope that is a good sign.

I did get to meet all CTA members as you sat on my lap for a few moments and enough time for a photo with them, except Dr John; He was a little shy. That's okay, Dr John, maybe next year.

There was a chap on my knee and his

name was Devo. "Hello young Devo, how are you today?"

Devo: "I'm a bit tired, many of us have never been here before and some of us have never ridden this long."

Santa: "What is this CTA riding thing?"

Devo: "It is the Cycle Touring Association, Santa; it's been going for a long time. The club riders cycle tour all over Australia, even New Zealand! The CTA has over 200 members."

Santa: "Fascinating; so riding to Yanchep was a hop, skip and jump, then?"

Devo: "Only for some; our club President, Teresa, over there did a personal best of 100 miles and she brought her sister Christine to enjoy this place. Wendy had a little fall, on the way here. Stuart, Jude and I are '56'ers; so we share something special. Simon couldn't make it today, as he is crook; he is a very good singer and he knows heaps of 'Chrissie' songs. We hope he gets better soon -there are a lot of people with cold and flu this winter, Santa."

Santa: "HO, HO,HO Ahh... yes lad, 'tis true; but if you follow my father's before me remedy of chicken broth with garlic and cups of tea with lemon and honey, you'll be skipping through the tulips in no

time, Ho, Ho, Ho."

Santa: "So, Devo, do you like your room?"

Devo: "It's a great ol' fashion hotel room with shared facilities. At \$210 for a double room, dinner and breakfast in the middle of a National Park with plenty of kangaroos, koalas and bird life, the rates are a good deal, Santa."

Santa: "What are you doing tomorrow, Devo?"

Devo: "After Brekkie, we'll fix a flat tyre or two, my gears aren't working properly and my front wheel is a bit wobbly. Besides that, we'll ride out back towards the city, at touring pace and stay off the busier roads as much as possible and hopefully get home before dinner time."

Santa: "HO, HO,HO jolly good show, lad, you're growing a little beard just like mine; Ill' give everyone a little pressie and trust you will all behave yourselves and be well and if you're lucky, Santa might see you next year for Christmas...Ho,Ho,Ho. "

Santa: "Cheerio everyone, have a good Christmas, have a good ride back and be good, okay? Thank you Lucia for helping me tonight; Merry Christmas CTA ! "Crickey, me legs' gone to sleep! " HO, HO,HO Santa.

Lift out Rides Calendar page for September/October 2012

Ride Guidelines

All riders are responsible for showing up with a well-maintained bike. You must 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: info@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.

300km Achievement Ride
Saturday, 1 September 2012

300km very hard.

This is the club's most challenging ride, having to complete 300km in 20 hours (average 15km/h) and is required to complete the Super Achiever Series. Riders need to have front and rear lights in good working order.

Participants **MUST BOOK** at least one week prior. All entries subject to approval (reasonable chance of completing the distance). \$10 fee for non-members.

Contact: Hilary 0405 427 246 or hilary_beck@inet.net.au

Spring Shopping Run
Sunday, September 2, 2012

Moderate, some hills, shared path and on-road routes. 52 km. Meet at Bell Tower, Riverside Drive at 8:45 for a 9:00 start.

This ride will take about 2.5 hours and traces a route I sometimes take to go shopping. Leaving from the Bell Tower, we follow the river to Nedlands, before cutting through the suburbs to the shared path at about Karrakatta. A combination of cycle path and on-road cycling takes us all the way to Fremantle for the Markets, where we make a brief refreshment stop, before treddling north along the coast to City Beach. There, we turn inland and head for Subiaco Markets and today's official café stop. Finally, we follow the well-

worn cycle path towards the city, over the ridge at City West, to finish where we started.

Leader: Stephen southwind07@me.com or 0430 921 929

Waterous Loop Overnighter
Sat-Sun, September 8-9, 2012.

Leisurely, some hills, mountain bike, 62 km. Meet at 10:45 am for an 11am start at Lake Navarino Resort for an overnight mountain bike ride.

There are some tough hills, but we will be taking it easy, staying overnight at luxurious Bidjar Ngoulin Hut on the Munda Biddi. It's fully air conditioned (the wind blows through) with comfortable wooden platforms to sleep on, and a camper's kitchen (there is a bench to put your stove on). You'll need to prebook as there is a maximum of ten participants. We may divide into two groups so the speedy ones can go faster.

Leader: Sarah 9443 8095 sarcutts@inet.net.au

Master Chef Cook-Off
12 September 2012.

7:00pm. Meet at the Loftus Centre for a gourmet experience and maybe achieve celebrity status as the CTA Master Chef of the Year!

If any member would be interesting in participating in this gastronomic Trangia

cooking competition then please let Lucia know. For the rest of us, come along and support those members who have put their creative culinary skills on show!

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

Spring Cycle in the Valley
and Surrounds
Sunday, 16 September, 2012

40km, leisurely to moderate, flat. Meet at 7:45 am for an 8:00am start at Whatley Crescent side of Maylands Train Station.

With a combination of cycle path and on road, the ride will take in Woodbridge SRRP, Maali Bridge crossing and Whiteman Park with a coffee stop at Yaha-va. We will then make our way back to Maylands Train Station to end the ride.

Leader: Jennifer 0410 701 035.

OYB Prologue
Sunday, September 23, 2012

45km, moderate, some hills Meet at Cockburn Train Station at 8:30am for a 9:00am start.

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

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**Welshpool Grind
Sunday September 30, 2012**

70km, Moderate pace, Hilly. Meet at 8.15am for an 8.30am start in the car park east of East Perth Train Station

Join Dean to head up Welshpool Road and get those legs moving!

Leader: Dean 9443 8095
aadaca@inet.net.au

**September Long Weekend MB Tour
Fri 28 September to Mon 1 Oct**

85km total, moderate. This weekend offers the chance to check out the new Munda Biddi Trail near Albany. We will be staying at Keepers Lodge, www.capehowe.com.au which sleeps ten, so you need to confirm your attendance as soon as possible. You can also book directly on the website for other cottages.

On Saturday, we will meet at 10 am. This gives anyone a chance to drive down on Saturday if they were unable to come down on Friday. We will cycle approx 50km to Albany, on an easy section. We could check out the Albany Wind farm on the way and have lunch in Albany before returning to Keepers Lodge. We may meet up with some of the local ABUG riders.

On Sunday, starting at 8:00am, we will cycle to Denmark 35km again on an easy section, meeting up with some of the local cyclists for morning tea at a café. Finally, there will be a BBQ Sunday afternoon.

Cost \$100 payable one week prior to the event. This rate includes all bed linen, quilts and pillows.

Contact Leanne leanner@inet.net.au
0412 777 280

**5000 in 4 Achievement Ride, Take 2
Sunday, October 7, 2012**

55km Moderate, 8:00am for an 8:30am sharp start in the car park on the corner of Gilwell Ave and Page Rd, Kelmscott, for registration and map/ride description.

Please note that it is best to park at Kelmscott Railway Station on the other side of Albany Highway. The car park where we

start has a new three hour time limit even on a Sunday.

The course promises 5,000ft of uphill and down dales around the Armadale and Roleystone areas. Time limit is 4 hours.

Contact: Wayne and Janice Bertram
0408 093 986
wandjbertram@bigpond.com

**Bike Maintenance
It's Easier Than You Think!
Saturday October 13, 2012.**

Meet at midday (12pm) at Unit 5, No.6 Quarimor Rd, Bibra Lake - behind Buntings is the place to be for: The one and only CTA Bike Maintenance Course of 2012—hosted by Liam Flanagan and starring Michael Norman, Paul Loring and Tony Belcher. Free Tickets - Bookings essential - BYO Bike and tools (if you want). Tea & Coffee provided.

Contact: Liam 0412 830 775
or liamf425@gmail.com.

**Giddy up to Gidgegannup
Sunday October 14th**

100km Hard Hilly Ride with over 1800 meters of hill climbing. Meet at the Midland Railway Station at 8.15am for an 8.30am start.

We will be riding via Mundaring to Gidgegannup and beyond . . . before returning via Parkerville then back to Midland with a couple of refreshment/coffee breaks along the way.

Leader: Wayne Bertram – 0408 093 986
– wandjbertram@bigpond.com

**10 000 in 8 Achievement Ride
Take 2
Saturday, October 20, 2012**

100km Hard, Meet at 8:00am for an 8.30am start at the Kelmscott Railway Station for registration and map/ride description (you will need it).

This is the clubs hilliest ride which requires you to climb and descend 10,000ft within 8 hours. But at least whatever goes up must, of course, come down again the same amount.

Participants MUST BOOK at least one

week prior to the ride and there is a \$10 fee for non-members.

Contact: Wayne and Janice Bertram
0408 093 986
wandjbertram@bigpond.com

**OYB Warm Up
Sunday 21 October, 2012**

45km, leisurely, 8:00am for an 8:15 start.

Meet at Warwick Railway Station Car Park for an enjoyable ride down quiet suburban roads to the Coast. We head into Cottesloe for a coffee before returning via an alternative route back up the Coast. We have an option of calling into Hillarys Marina for more coffee or heading back to Warwick Railway Station.

Leaders: Pam and Gerry
Pam (0412 780 677) and Gerry (0408 909 516) or Pamela .whitham@bigpond.com

**On Your Bike Tour 2012 : Rounding
the Capes
October 27 to November 4, 2012**

See page 9 for details

**Heritage Trail Mountain Bike Ride
Sunday, November 4, 2012.**

42 km, Moderate. Meet at 8:15 for an 8:30 start at the Bellevue RSL on Purton Place, Bellevue.

We may have a fast group going on to Lake Leschenaultia before returning. You'll need your knobbly tyres for this one, as it is off road. Bring plenty of water and snacks.

Leader: Rowena 0439 523 164

**Mindarie Meander
Sunday, November 11, 2012**

45km, Moderate. Meet at the Greenwood Railway Station at 8:00am for an 8:15 sharp start.

We will ride to Mindarie via Lake Goollelal, Yellagonga Park and Lake Joondalup, enjoying the bird life on the way, returning to Greenwood after coffee.

Leader Stuart 0403 843 947 or
stugarner@gmail.com

Rounding the Capes : 27 October 27 - 4 November, 2012

In 2012, the 24th OYB tour will be "Rounding the Capes" from Cape-L to Cape Leeuwin to Cape Naturaliste and back to Cape-L. The tour will start and finish in Capel with a transport option from/to Armadale. From Capel we will ride along an inland route to Busselton, Margaret River and then Augusta, where we will enjoy a rest day with an optional cruise up the Blackwood River and a visit to the Cape Leeuwin lighthouse. We then head up the coast taking in all the coastal

towns of Hamelin Bay, Prevelly, Grace-town and Yallingup through the heart of WA's premier winery region on our way to the Cape Naturaliste Lighthouse and our final night at Dunsborough before returning to Capel.

The tour is now full with a small waiting list. There are usually a few people who register but find they are unable to attend after they have registered. If you have not registered and would like to be considered, please let us know as a few more

places are likely to become available. Get your name on the waiting list especially if your personal circumstances are such that you would be able to accept a last minute place.

2012 promises to be another truly memorable time on our bikes.

Terry Bailey
Tour Leader, 2012 On Your Bike Tour
043 9922 765

Pannier Touring and Easter 2013 in Bridgetown

Sustainable Tour : 24 March to 6 April 2013

Combine a few days in the beautiful and scenic town of Bridgetown then add in a pannier tour, either before or after, or even both if you have time, and you have the perfect combination for next year's CTA sustainable tour.

In 2013 from Sunday 24th March to Saturday 6th April we are looking to include Easter in Bridgetown (29 March to 1 April), then add on the option of a full

pannier tour riding from Perth to Bridgetown the week before (24 – 28 March), and also the option of a full pannier tour returning to Perth (2 – 6 April) via a different route after the Easter weekend. There will be some hills. This route provides three separate options which can be mixed in any combination to suit your cycling preference.

Being based in Bridgetown for Easter

there is no need to carry your gear as you will return to base each night. For the full pannier section of the tour we will be moving each day as we cycle through some of the best areas the south-west has to offer. Start planning your leave now for what promises to be a great tour. Any enquiries contact Teresa via email: president@ctawa.asn.au or via telephone: 0421 089 443.

CTA Social Corner

By Lucia Britto

June and July were certainly a couple of busy months socially. The GALS Night In, held on the 23rd June, saw 22 of us all gather together for a evening of laughter and shared stories. When you are on to a good thing stick to it; Henley Catering provided the food and once again a feast was shared. A good mix of Bicycling Belles attended with a non cyclist thrown into the mix. As this will come as no surprise to most men, 22 women can certainly make alot of noise! I have had a number of requests to make this a yearly event.

Hark The Herald Bike Bells Ring otherwise known as Christmas in July, was held at Yanchep in July. It was a very good value-for-money occasion and the feedback

and thanks I have received from those who took part clearly showed that everyone enjoyed themselves. It was great to meet the 'significant others' of CTA members who choose not to ride.

We had the Boys Night In on the 21st July. The turnout did not match that of the girls, but the six lads had a great time socialising, imbibing and watching footy. Ah well, boys will be boys and they are easy to entertain.

The Club would like to offer more week-end touring and those who attended our "Tour Leaders" 101 evening in August certainly got an insight into the practicalities of organizing and leading tours.

Roy Stone with support from Terry Bailey, Kleber & Noel took us through the differ-

ent styles of tours. Details of the evening will be posted on our website. It is important to remember the Club will support anyone who wishes to organize a tour.

Now what do we still have lined up this year:

12th September 2012, also at the Loftus Centre, is our "Master Chef Cook-off". If any member would be interesting in participating in this gastronomic, Trangia cooking competition then please let me know by calling 0417 189 385 or email: bike_the_planet@hotmail.com. For the rest of us, come along and support those members who have put their creative culinary skills on show!

Ed: And thanks to Lucia for all her work on the CTA social activities.

EYES IN THE SKY—BROADCASTING “LE TOUR”

Watching the Tour de France is easy. You grab a beer, switch on the TV, and let the time pass by for the next five hours while the race meanders past 13th century castles, emerald green lakes, and panoramic mountain views while the breakaway hangs out to dry. Easy, right? Well there's a fascinating technical solution and a detailed production plan that brings it all to your living room. The following article is adapted from Cycling Tips—www.cyclingtips.com.au. Thanks to Wade Wallace of Cycling Tips and author of the article for permission to use it.

The Tour de France started out as a publicity stunt designed to increase sales for the newspaper l'Auto. Journalists and photographers followed the race as much as they could, filled in the gaps, and embellished the rest into a story of heroism and grandeur. Coverage was largely through writing and nobody knew any different.

The first Tour de France started outside the Café Reveil-Matin in the village of Montgeron. L'Auto reported:

“The men waved their hats, the ladies their umbrellas. One felt they would have liked to touch the steel muscles of the most courageous champions since antiquity. Who will carry off the first prize, entering the pantheon where only supermen may go?”

A century later the Tour de France is a world wide phenomenon and the third largest sporting event in the world after the FIFA World Cup and the Olympics.

There's barely a moment that we don't get to see as it happens in real-time. The first Tour de France that was broadcast to television was 56 years ago and it was done by using a motion picture camera and a mobile processing laboratory. Five minutes of coverage would be produced for each stage and it would be broadcast to the rest of France.

France Televisions and Euro Media France are the two companies at the centre of the host broadcast production. Euro Media France are responsible for the technical solution to bring the on-course audio and video images back to the production rooms. France Television mix and produce the images so the feed can be distributed to licensed broadcasters. France TV also produces their own programming for the TdF to show to its audience. A few stats before we begin to give you an idea of the scale of this year's Tour de France and its media following:

- 3460 km of racing

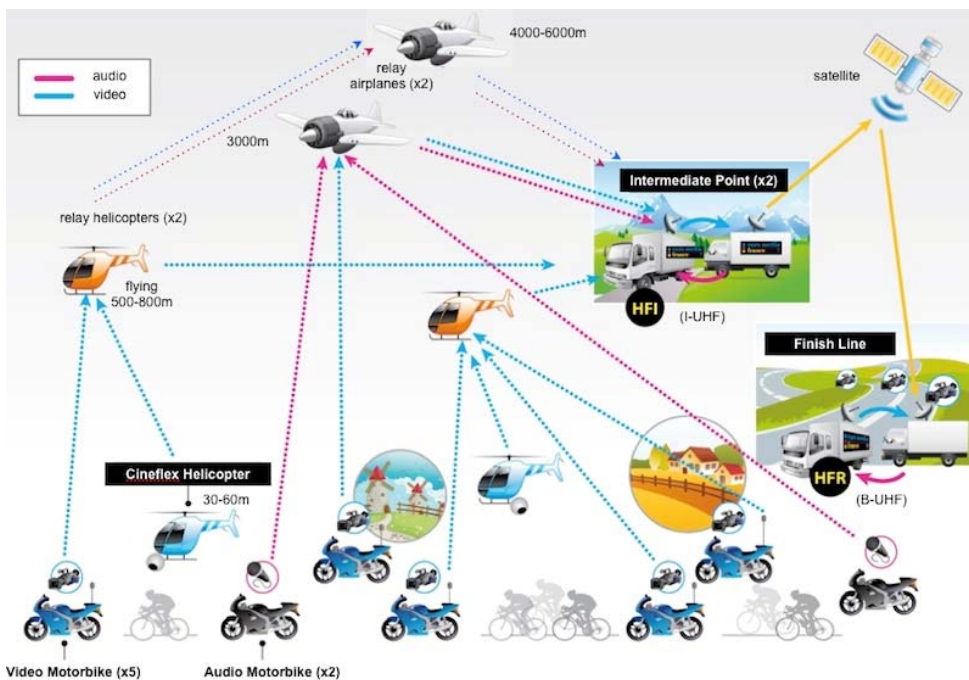
- 39 different start/finish town stages
- broadcast in 186 countries
- 450 journalists
- 121 TV stations covering the event, of which 60 do so live, with 260 cameramen working on motorcycles, in helicopters and at the finish line.
- 72 radio stations
- 350 authorised newspapers and photo agencies with 240 photographers
- 2400 vehicles on course (organisation, media, publicity caravan, etc.)
- 4000 support crew

The technical compound (“Zone Technique”) behind the stage finish area contains dozens of production trailers, generators, support vehicles, catering and more. When set up and running, there is barely place on the ground where hundreds of kilometers of cables aren't crossing over each other.

The Basics

At the core of the live race broadcast is the use of five VHF wireless cameras on motorbikes, two journalists reporting from motorbikes, and images captured from two helicopters with Cineflex gyro-stabilised camera systems. The five cameras on motorbikes capture the drama of the race from within while the helicopters cover the race but also capture much of the beauty of the French countryside which is such a large part of the production. At the finish line there can be between 1 to 20 additional cameras in place (depending on the broadcaster's production) to capture rider interviews and the post-race action. Also new this year is a camera mounted on the Tour de France race director, Cristian Prudhomme's car.

Images from motorcycle and helicopter cameras are transmitted via VHF links



The Tour de France Broadcast System Schema

Continued from page 10

to relay helicopters flying at ~600 meters altitude. The signal is then retransmitted to aircraft flying at 3000-8000 meters. If the weather turns bad, the signal may go directly to these aircraft flying above the clouds using GPS to locate the motorbikes with the cameras hidden below the clouds.

Signals are relayed back to trucks at 2–3 intermediate points on the ground. These intermediate points then transmit the signals via satellite (or microwave ground relays) to Euro Media France's OB truck (outside broadcast truck) located at the finish line. The Euro Media truck performs some signal processing and minor colour correction before giving the feed from up to eight cameras to the France Television's production truck sitting next door.

The technology is more complex as Euro Media has developed proprietary versions of HD (1920×1080) TV signals but the details of this are beyond the scope of this article.

As you can imagine, coordination of all of the vehicles is very complex. All of the moving vehicles need to communicate their exact co-ordinates to each other via GPS so their antennas can automatically move in sync with each other via motor mounts.

Why not an all satellite solution?

A good question is why not transmit directly from camera to a satellite instead of using the VHF relays?

Satellites cannot be used because the camera motorbikes and helicopters are constantly moving in and out of obstructive areas and there is approximately a 1% tolerance to aim the transmitted signal to a satellite. An intermediate point truck, however, is stationary and has sufficient electrical power to make this feasible.

Production

There can be only one video feed that gets distributed to the licensed broadcasters of the race, otherwise there would be hundreds of cameras and multiple sets of infrastructure out on the course. That raw video feed is done by Euro Media Group and then passed onto France TV to mix and create a single feed for the rest of the broadcasters to wrap up in their own production. Pre and post race shows, interviews, commentary, on-screen graphics, advertising, etc. For example, NBC had 75 staff working at the Tour de France and 15 others back at the studio in the US putting the whole production together. In comparison, SBS for the first time had two crews at the Tour with with less than a dozen people bringing you all of their coverage.

Jean-Maurice Ooghe is the production director of France TV for the Tour de France. By his side is Ronan Pensec who watches the multiple camera images in the control room and helps Ooghe and his production team understand the nuances and race situation within the Tour. Pensec, a yellow jersey winner himself, has the intimate knowledge of bike racing so that the viewers don't miss a moment of the

race obviously takes priority, but for many of the people who tune into the Tour de France, it's not about the bike race. For a wide audience it is an opportunity to discover the regions of France from the sky.

For each stage a very detailed production plan (or script) is created by Jean-Maurice Ooghe. From January until the end of May Mr. Ooghe scouts the geographic and cultural points of interest within a 10-15km radius of the race route. Castles, lakes, waterfalls, tourist attractions, and celebrations put on by the towns (those large displays in the farmers fields don't happen by accident). He will then create a shot book so that every church and other landmark they deem worthwhile is in the script. All of these points of interest are also given waypoints so the helicopters follow the shot list and the production plan for each stage

Back in production trailers for the various broadcasters, commentators such as Phil, Paul, or Matt Keenan are given a Speakers Book which gives detailed information about almost every single kilometre near the race route of different points of interest that will be covered. The Church of Saint-Pierre will be shown at kilometre 3.4 of the race (not necessarily along the race route – it could be 15 kilometres adjacent), a waterfall at kilometre 16.3, etc. The commentators see the post-produced race feed with all graphics, commercials, etc and are free to decide how they want to speak to their respective audiences.

Summary

As you can see the technology behind the Tour de France broadcast is equivalent to broadcasting a moving AFL Footy Grand Final for 22 days straight. It's an enormous task and planning will be well underway for 2013 by the time you read this article. The production of the live feed to broadcasters is meticulously planned months ahead of time to meet the needs of many commercial objectives and almost every moment of imagery is scripted. As you can see, there's much more than a simple bike racing going on behind the scenes.



Euro Media's Outside Broadcast (OB) truck

HOUSEKEEPING

CTA CLOTHING

Please contact us if:

Your contact information changes (so we can keep our database up to date.) Email: members@ctawa.asn.au

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.

Contact: clothing@ctawa.asn.au



CTA Small Rack Pack

SAFETY ISSUES

If you have safety issues — email info@ctawa.asn.au All riders are encouraged to report path and road hazards observed during their rides. You should email 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 (with a copy to info@ctawa.asn.au).

You may also make hazard reports at www.transport.wa.gov.au/cycling/2345.asp.

Green Senator Scott Ludham has sponsored an iPhone app, Bike Blackspot, for reporting bike hazards in Perth. It appears to be a useful easy to use reporting tool. Information goes to both the Minister of Transport and the Greens. The CTA does not support any political party or Senator Ludham in particular.



CTA Clothing

The CTA is holding the following stock:

New design CTA jerseys (\$85 short sleeve, \$95 long sleeve):

Short Sleeve Unisex: M, L, 2XL

Short Sleeve Womens: 10, 14,

Long Sleeve Unisex: XS, S, M, L, XL, 2XL

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, 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.

CTA Orange Fluoro Shirts (sizing is very large)

Short sleeve unisex style only: sz 16, 18 & 22

CTA Socks

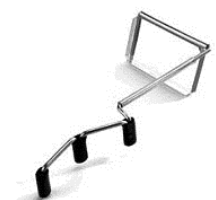
Red/yellow or new Orange/blue socks with CTA logo — \$10 a pair



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 : Roy 9448 7160 (H) or email info@ctawa.asn.au for any enquiries or orders.

New Members

We give a big welcome to the following new members:

- | | |
|----------------|---------------|
| Jill Baker | Jeff May |
| Andrew Cornish | Robert Meenan |
| Trevor Knox | Gary Pinnegar |

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 km 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 km on a loaded touring bike. The longest ride in the series is 300 km on the basis that 150 km per day is the absolute maximum that could reasonably be attained fully loaded.

The Achievement Rides are usually run twice a year ("Take 1" and "Take 2"). "Take 1" rides are always run, although you still have to register at least one week beforehand. "Take 2" rides are not guaranteed but will be run if there is sufficient demand. "Take 2" Achievement Rides are scheduled for all except the 200km and 300km Achievement Rides.

If you miss a ride, then there is the opportunity to complete this ride by using a brevet—see later.

Upon successfully completing a ride you are entitled to a badge. Contact the Achievement Rides Co-Ordinator.

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.

The original Achievement Rides was the

Super Achiever Series with the Challenge Series in 1992. However, as the Challenge was just that, challenging, the Merit Series was added in 2004.

The Achiever Series is the most recent addition (2009) to fill the gap between the Merit and Challenge Series.

The different series are summarised in the table below:

Series	Rides
Merit	50, 100 km and 5 000 in 4
Achiever	50, 100 km, 5 000 in 4 plus any <i>one</i> of 160, 200 or 300 km or 10 000 in 8 or 100 km AR and a further 100 km the next day
Challenge	50, 100, 160, 200 km, and 10 000 in 8
Super Achiever	50, 100, 200, 300 km and 10 000 in 8

A longer ride may be substituted for a shorter ride as long as it is of the same type (eg Normal/Hills).

Note that the Achiever Series, the 100km AR plus the 100km the following day can only count for the 100 km AR, or the 200 in 2, but not both. The two 100 km 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!)

Ride time limits

To be considered "successfully completed" a ride must be completed within the given

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

time limit.

The 100km on Day 2 of the 200km in 2 days must also be completed in 6hrs 40min.

Qualifying to start the 160, 200 and 300km ARs

Because of their length, difficulty and time taken to complete there are qualification criteria to be eligible to start the 3 longer Achievement Rides. See the following table.

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

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 them 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 7 January 2013 for the 2012 year.

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 2012

The dates for the 2012 Achievement Rides can be found in the Rides Calendar



Christmas in July 2012—Yanchep

MEMBERSHIP DETAILS

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

Renewal Adult membership	\$40.00
(If paid by 31 Jan)	\$35.00)
New Adult membership	\$35.00
Full-time Students/Pensioners	\$23.00
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 organisation 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

