

THE CHAIN LETTER

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

July/August 2014

Issue 237

PRESIDENT'S REPORT

It's wet and cold outside, there is an argument going on in my head about whether or not to get on my bike. After a lot of self-talking I find myself on my bike and I'm so glad I did, thankful that I can get out and enjoy the weather. The journal 'Obesity Reviews' reports that hanging out in the cold may help you get lean. Brown fat is activated by cold temperatures and this can raise your resting metabolism by 20%. Lean is always good as a cyclist, it can help with climbing hills. I'm so justified to getting on my bike. The other reason not to get complacent over winter is Switzerland! It's just two months

before we leave to tour Switzerland and there are some big hills over there. We have the bikes, the Garmins loaded with the routes (thanks to the Tech Talk gurus), the panniers, and the plans in our heads how to pack the bikes and how many pairs of shoes to take. Crocs are out this time.

It was 10 years ago on the 30th Anniversary Albany to Perth tour that was my first experience in pannier touring. I loved the freedom and ability to travel this way. It made me aware of how sedentary our lives can become, and yes I still like the couch, especially on these cold and rainy days.

There are some good rides coming, we will see you out there and we are always grateful for anyone to lead a Sunday ride. It can be fast or slow, hilly or flat, short or long distance; the only requisite is a stop for coffee along the way or at the end of the ride. That is another thing to love about cycling—the coffee and the time to talk with friends.

Keep safe

Regards
Connie

UPCOMING EVENTS

Social

Bicycle Maintenance

Wed 9 July 2014

Loftus Community Centre, 7:00 for 7:30 pm start.

To be combined with Special General Meeting for changes to the CTAWA constitution – see Chain Letter 236, May/June 2014 or website for details.

Xmas in July—Dwellingup

Sat/Sun 12–13 July 2014

See rides calendar p. 7 and website for details.

Tours

OYB 2014—Early Settlers Tour

4–12 October 2014

Details on website, in Chain Letter 236, May/June 2014, and brochure coming soon to your letter box.



Bruce Robinson leads a small bunch on the CTA 40th Anniversary pannier tour from Albany to Perth. See inside for a ride report.

FOR SALE

We have extra 40th Anniversary Pannier Tour POLO shirts for sale @ \$40.00 each.

Sizes available: 2 x Small; 2 x Medium; 2 x Large; 1 x 2XL

Also 1 x 40th Anniversary Tour cloth badge @ \$5.00

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DEADLINES: Contributions for the next issue (Sept/October) should be sent to the Editor (editor@ctawa.asn.au) no later than **6 August 2014**.

DISCLAIMER: Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, the Editors, or its membership as a whole.

THE 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...

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Achievement Rides Successes

According to our records, the following people have completed Achievement Rides. Please contact Achievement Rides Coordinator, Hilary Beck by email achievementrides@ctawa.asn.au if any details shown seem to be wrong.

Century Challenge T1
 10 May 2014

Noel Eddington

Christine Liddiard

Bruce Robinson

Leanne Robb

Christopher Rowley

Mark Ewing

Colin Prior

10,000 in 8
 7 June 2014

Hilary Beck

Christine Liddiard

Bruce Robinson

Greg Atter

Stuart Crombie

Mark Ewing

Calendar of Achievement Rides 2014

Sat 28 June 100 km T2

Sun 29 June 200 km in 2 days

Sat 26 July Century Challenge T2

Sun 3 Aug 50 km T2

Sat 16 Aug 200 km

Sat 20 Sep 300 km

Sun 5 Oct 5000 in 4 T2

Sat 18 Oct 10,000 in 8 T2

See achievement ride descriptions p. 13 of this newsletter, or go to the CTA website www.ctawa.asn.au for more details.

CTA 40th Anniversary Full Pannier Tour

The first week: 19–26 April 2014



Also have a look at:
<http://cta40.blogspot.com.au/>

Day 1 to Albany – Albany Gardens Holiday Resort (Rosalee)

The day of the tour finally arrived. Training completed, Kleber's suggested comprehensive packing list was diligently followed, with enough clothes, camping gear and bike parts to survive the next two weeks, all tightly packed into our panniers.

We all met at East Parade car park near the main train station with our bikes and loaded panniers. Terry Bailey had the CTAWA bike trailer hitched up to his car ready for transporting the bikes to Albany. Loading by Kleber, Stan and Terry was a big job with over 35 bikes to accommodate in the CTAWA trailer and the trailer being towed by the bus. Unfortunately 3 bikes couldn't quite fit in the trailers, so the bus driver agreed to allow us to bring the bikes into the bus where they were placed up the aisle! The bus was finally loaded with passengers, bikes and panniers, a mammoth effort, fitting into every nook and cranny! But alas, the bus was not moving, something was missing, was it a person or cargo? Oh no, Roy had left behind a vital part of his luggage – his tent. An urgent SOS was

sent home and after a wait of around 45 minutes it was duly delivered. All aboard again and we were finally off towards our destination, soon clear of the city and scooting along Albany Highway at a good speed to our first stop at Williams. Everyone alighted for our lunch stop, after which there were, as usual, some recalcitrant dawdlers late returning to the bus. However, Kleber set off to round up the group and we were once again on the road.

Rob was waiting to be picked up at Arthur River, ready to join us for the tour. We arrived safely at Albany Gardens Holiday Resort, with plenty of time to set up tents and enjoy a great meal at Shells Restaurant. Kleber did a fantastic job of organising the dinner, a sea of orange tour polo shirts glowed around the restaurant – well done Kleber, all information, tour maps supplied to everyone, a professional bike touring company could not have done better!

Day 2: Rest Day in Albany (Ann)

My rest day in Albany started with a lie in bed until 8 am. Although it wasn't much of a sleep in, as the noise from the nearby wild life enclosure and birds in the trees started their dawn chorus about 6 am,

followed by the camper chorus of zips, rustles of plastic bags and chit chat from about 7 am. Tony and I cycled into town and enjoyed a delicious cooked breakfast of bacon and eggs at the Dylans Café.

In the afternoon, Tony, Kleber and I cycled to visit Jane Neild, who has a lovely property about 10 km out from

Albany near King River. Jane had sighted the property many years ago and so jumped at the chance when it was up for sale about two years ago. With her love and passion for gardening she has dedicated a lot of her retirement to developing a remarkable homestead. Jane Neild is an inaugural 'On Your Bike' participant, as is Kleber. Tony and I are not too far behind in the OYB tours as we have both been involved with OYB since the early 1990s, so there was much reminiscing while enjoying afternoon tea with Jane. Today was a good relaxing day for fellow tourers to catch-up with family and friends. I did just that, making ready for the two weeks ahead! Bon Voyage to us cyclists!

Day 3: Albany to Denmark, 62 km – Denmark Rivermouth Caravan Park (Hilary)

After a nice leisurely start we set off via York Street in Albany, detouring around a hilly section that Kleber recommended we avoid with heavily laden bikes. I noticed in my rear vision mirror that the police car was behind me all the way down the street. Barb and Mary were concentrating on the route while Roy, Gus and I with GPS managed to deviate, arriving at the entrance to Albany racecourse, a place I'd never been to before. Not to worry, we found our way back to our non-GPS party and at the morning tea stop the rain started. We huddled on the veranda of the shop /tea room and Roy ordered his lunch, a roll without mayonnaise. Later when we sat in the sun eating our lunch at a picnic table with Dale taking pictures, Roy remarked that he did indeed end up with mayonnaise!

We had a beautiful cycle through the Heritage trail option with all the bird life, and then it was a quick ride into the well-stocked IGA in Denmark and back to camp for the 5 pm meeting.



Kleber and Terry loading bikes at East Parade, near the train station

**Day 4: Denmark to Walpole ,
80 km – Coalmine Beach
Caravan Park (Roy)**

A hard day in the saddle! Lots of uphill, a headwind and traffic on the South Coast Highway, and an 80 km ride.

Everyone was up early again this morning, starting at 6 am and heading off around 8 am. There were quite a few options for the first part of the journey. Most went down Lights Road then back on the Highway (a shock to some as this was the first big hill to climb). Some came off Lights Road near the coast and went on the Mundi Biddi track to Greens Pool, which was a tough ride with lots of ups and downs over hilly sand dunes. Hexagonal mats had been laid down for the sandy sections but it was hard going over the short hills with panniers. Bruce, Christine, Mat and Mitch with his Bob trailer took this option.

Tony and I decided to chance the off road trail from near the caravan park through to Lights Road, running roughly parallel to the Highway. The word the night before was that it was too sandy for bikes with panniers, but it turned out to be not so bad. A lot of it was gravel and most of the sandy parts were firm enough even for my 35 mm wide tyres with full pannier load. A lot of it had fallen sticks and brushwood so you had to be careful, but it was doable. There were three or four places with a few metres of soft sand that were hard to get through but that's about all. I think Keith and Gus also rode this track to Lights Road and then met up with Barbara, Mary and Hilary.

Tony and I pushed on with the continuing track the other side of Lights Road but it was overgrown, rough and bumpy and very slow going, so that when we got to the next cross road, we bailed out and went on the Highway.

The highway ride was also hard going with lots of long and sometimes steep hills. Slow going, I was down to my lowest gear on many of these. Tony took the lead and I was very grateful to just tag along behind getting the benefit of reduced wind resistance. We were both very happy to get to Bow Bridge Café and

meet up with others for lunch. I had a nice chat to Keith about his hometown of Vancouver, BC in Canada. This confirmed it as one of my 'must do' overseas trips! Apparently there is lots of good mountain bike riding in Kettle Valley and kayaking spots around Vancouver Island.

Tony wanted to do the Valley of the Giants road ride marked for today, but I was tired and had done this before on the Coasting the Rainbow OYB a few years ago, so I decided to take the more direct route along the Highway to Walpole. I teamed up with Mitch who had similar views and we headed off. It was only about 24 km but turned out to be very hilly with long sometimes steep uphill sections. The uphill sections were particularly hard for Mitch with his Bob trailer. We were both glad when we finally saw the turn off to Coalmine Beach Caravan Park. This is a nice caravan park, and it was great to get a shower and some food at last. We started and finished the day more or less at sea level, but there was distinctly more 'up' than 'down' bits today!

PS – Mark had the first puncture of the tour today (a rear tyre of course). He was riding along the Highway and saw the turn off to an ice creamery place. Unable to resist turning in, he paid the price when he got a puncture on the 100 metre gravel drive to the shop!

**Day 5: Walpole to Shannon
River, 72 km – Shannon
River Camping Ground
(Rosemary)**

The notes said that today there would be some 'serious hills'. (The notes are very understated.) It was perfect weather and the traffic was mostly accommodating. Although Deb did have a close shave with someone who screeched up behind her and drove very close indeed, and the Transwa bus drove unnecessarily close to many of us. Fortunately these incidents were the exception.

Shannon is a great campsite, with clean showers, and so forth. Thanks to Nev



Track riding with full panniers

who lit the boilers so that we could enjoy the (very) hot showers. Also thanks to Rob Thacker who rode with me and offered welcome encouragement.

He quotes below were contributed by tour riders. You know you are feeling tired when you:

- have to have a nap before you go to bed
- change gears up instead of down
- use cooking oil to wash your dishes
- swear back at motorists
- start walking up hills
- are enjoying riding uphill rather than downhill, because you are not logical
- call Grant 'Gregory'
- can't think
- can't see through your glasses because they are covered in sweat
- ride an extra hill because you missed the camp turn off
- are hallucinating about a lower gear
- see your shadow when the sun comes out and think someone has ridden up behind you
- fall off your bike because you forgot to unclip
- pedal in granny gear going downhill
- have jelly legs.

Day 6: Shannon River to Pimelea, 70 km – Pemberton Forest Stay (Mitch)

I got out of my cave (tent) at 6:30 am, feeling like a bear coming out of hibernation. I went to bed at 7:30 pm so 11 hours in a tent gave me some cave fever.

I was soon on the road after packing up and a quick breakfast in the open camping area at Shannon River. The first obstacle was a hill and my muscles were cold, so I decided to walk the last part to warm up. After that we turned off into Middleton Road. We had turned into cyclist heaven with light traffic, no wind, cool weather and beautiful views riding through the blue gum plantations. The terrain changed from hills to undulating hills, which make very enjoyable riding.

At the 32 km mark we rode into Northcliffe where we could get fresh water and supplies from the IGA. Then we were off to the Northcliffe Café for morning tea and to pick up a sandwich for lunch on the road. Still perfect riding with beautiful timber either side of the road, and the traffic was light and cyclist friendly. I passed many cyclists who had decided to stop beside the road to have lunch and soak in the ambience of the tall timber.

On we rolled through the forest and turned off into Stirling Road for the final leg of the day into Pemberton Forest Stay (Pimelea). We had the option of staying in the house accommodation or camping in our tent – I decided to stay in my tent. The 5 pm meeting raised the highs and lows of the day with many accolades about our riding but some justified criticism passed on by a motorist about our riders' visibility (or invisibility) on the road and riding two abreast on double line areas. We had two huts where we could cook dinner. Roy and I teamed up to create a stir fry of onion, capsicum, sweet potatoes, spring onion, broccoli, beans and steak, filling the kitchen with great aromas – a big feast, and enough for Roy to enjoy an encore for breakfast.

Summary: best day riding and a great climax at the end with beautiful meal and a couple of glasses of red wine. Sleep will come EZ when I retire into the bear cave.

Day 7: Rest Day at Pimelea, Pemberton Forest Stay (Mark)

The quiet time before 7 am was well observed by the occupiers of Banksia Residence. The day cloudy and dry.

David VZ must have liked the warm bedroom as no snoring was heard! Everyone seemed cheerful at breakfast as there was no long ride today. Most of my room-mates had porridge for breakfast except poor Roy who had last night's left overs. We were privileged to have Stan invite himself to the breakfast table to add intellect to irrelevant conversations. Rosalee, Brian, Christine, Pat, Mitch and Neville were fortunate enough to join me for morning tea at the lovely local bakery.

Most of us attended the 11 am Anzac Memorial Service, which was really good.



'Le 40th Tour' resting at Pimelea

Some of us, the chosen few, were lucky enough to enjoy a beer or two and free feed at the local RSL next door. Grant and I participated in the local two-up, Grant lasted twice as long as me which was still only minutes, not hours. Those odds tossed us!

Then it was time to return back to the not-so-quiet 5 Star Foxtel accommodation, after having got food and booze supplies onto Stan's truck for delivery back to camp. I can tell you how it only takes 15 minutes to walk up PumPhill Road. I know it because I did it! After a few cheap beers at the RSL and free feed, the last thing was any over exertion and knee soreness. Having reached the top of the hill, Pat was there waiting for me to continue the ride back to Pimelea.

Back at camp some were desperately waiting for the goodies to arrive that we had purchased in town. Dale, our fantastic tour photographer, organised a group photo, followed by Kleber's regular nightly brief. We sang 'Happy Birthday' to Dale for his 70th birthday, with not one but four birthday cakes – what a man! After which, the infamous Banksia occupiers had their cordon bleu meals with some drinks and watched the Dockers lose! Bad luck and good night!

Day 8: Pimelea to Nannup, 72 km – Nannup Caravan Park (Stan)

I awoke to a nice morning in the beautiful surrounds of Pimelea. This is one of my most treasured riding areas; the road from and to Pemberton is truly a cyclist's delight, other than the dreaded

PumPhill Rd. I had chosen to set up my tent, camping between Pimelea's old timber shacks, tall exotic trees, old outbuildings and fencing containing the caretaker's animals. During our stay we heard the horse baying regularly for its lost partner, which I was told died a few weeks before. The camp site also has the caretaker's resident cats, of which one in particular is a beautiful Russian Blue, not just some local moggy, rather a very expensive pedigree. Apparently it was rescued by the caretaker, and when he took it home to Pimelea it killed three mice in half an hour. 'Yep, I think we'll keep this one,' the caretaker told us.

I had breakfast in one of the shacks,

finding a seat with a few others at the circular table in the middle of the kitchen, the central hub of the shack connected to sleeping quarters, living room, toilet and showers. It was a tight squeeze, as riders were preparing to breakfast and pack up for the days ride. Kleber, the ultimate cycling tourist, was packed, tent down, bright and bushy tailed, all organized and having breakfast as I came in for mine.

It is at this point I must tell you, the reader, that I was not part of the tour as unfortunately I was diagnosed with an injury that would have been a disaster if I did the tour. As I was a helper for Kleber to organise this tour, I was severely upset after being told by the doctor two days before the tour that I was not able to go. My wife said, 'You're not ruining my two weeks moping around the house, you are going, I wanna see a doctor's certificate.' Charming, huh? Anyway, I decided to drive down in my ute to Pimelea to surprise Kleber and the rest of the tourers. My intention was to stay at Nannup as well.



Through the sweeping bends of the Karri Forest area

Most people had left by the time I had taken down my tent and packed things into my ute. There were only a few tourers left, including Hilary and 'The Happy Camper' Roy. Roy never seems to be in a rush, oblivious to it. It's a good quality in a cycle tourist. Leaving them, I drove out turning left at the 'T' junction of Stirling Road onto Channybearup Road, passing a number of tourers. This road is an absolute delight with rolling hills and wide sweeping bends, passing through predominately farming land with grape vines and fruit trees, including avocado. Driving my vehicle I was able to watch tourers on their bikes and can appreciate ONYA Bike committee drivers who need to pass cyclists on the road, especially passing big groups.

At the junction of Vasse Highway a number of cyclists had stopped as instructed by Kleber the night before. They were in the very capable hands of Tony who was waiting for instructions to move off. Our life member, Dale Neill, a renowned photographer, was to take those special photos as he has done in the past, which adorn some of our club shirts. I was to help here with my vehicle. Leaving this small group, I drove not very far and stopped to talk to Kleber at the top of the big downhill of Karri Valley. Some people were already ahead (naughty!), and I passed them coming back up the hill. I told them to wait till Kleber comes down with his group and tag in behind. Dale was at the spot where we always have this particular photo taken, and I went back up the hill to give the okay to proceed down.

They were to come down in groups because of the huge number of participants on the tour, with Kleber leading the first group. Back with Dale we both waited and heard in the distance the paternal cycling call by Kleber calling 'coo wee!'

Down they came, Dale ready with his SLR camera. Kleber had the group going at the right speed, spread out a little and not all bunched up behind him. Dale and I waited till the other groups had passed with him taking photos.

I followed Dale's vehicle, passing tourers until he found another photo opportunity. We stopped on the side of the road at a gravelled area surrounded by Karri forest. Dale handed me one of his 'point and shoot' cameras so I could take some action photos of riders speeding past. Apparently he told members all the blurry ones were taken by me! We sat eating snakes and listening to Johnny Cash on my CD in the Wuntunna, while waiting for cyclist photo opportunities. The music had considerable effect on Dale – he said, 'Turn it up,' so I did. 'NO, turn it right up!' Luv nature! The sound of nature now drowned out by 'I hear a train a-coming,' and Dale prancing around, attempting to dance, all on video. A good photographer, but can't dance! While waiting on the side of the road Dale pulled down his nicks and showed me where he had unfortunately been bitten on the bum cheeks in two places by bull ants the previous day. Sure enough they could not have bitten him more symmetrically, half way down and evenly spaced either side of, um, you know, well, you work it out. I had to take photos!

Back in our cars we headed off for Donnelly Mills Winery where a lovely lady at the winery let us have coffee and cake underneath the shaded outdoor area. Nicole took over driving the vehicle so Dale could ride. It was lovely to see other tourers having morning tea further down the road at the bridge crossing, loaded bikes resting against road poles, trees and fences, riders lounging and chilling out on the grass.

I was hoping to catch up with Kleber, Tony and Ann for lunch and eventually found them pulling into a gravel section on the side of the road. Their 'Chairs' were out and a smorgasbord of food presented on the ground. I found that my 'Lazy Boy' although big, is not necessarily as comfortable as the 'Chair'. Tony had bought half a dozen eggs and hard boiled

Lift out rides calendar page for July/August 2014

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 grade below your usual comfort level.

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

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.

100 km Achievement Ride – Take 2

Saturday, 28 June 2014

8:15 am for 8:30 am sharp start

100 km moderate, road bike, hilly

Meet at Armadale Train Station for registration and map/ride description. **NOTE NEW ROUTE.** A pretty but demanding ride taking in Mundijong, Serpentine Dam (coffee stop), keep going uphill to Jarrahdale, and then back to Armadale. The middle section is hilly. Time limit is 6hrs 40mins. This works out to be a leisurely pace average.

Contact: Hilary

Phone: 0405 427 246

Email: achievementrides@ctawa.asn.au

200 km in 2 days Achievement Ride – Day 2

Sunday, 29 June 2014

8:00am for 8:30am sharp start.

100 km, moderate

Meet at the Raffles Hotel, Applecross to enjoy the flattest 100 km ride we could think of, straight down the freeway Principle Shared Path. This is the second day if you are doing the 200km in 2 days and can also count as a 50km ride if you have not completed that at an earlier time this year. Average 15km/h which could almost be described as leisurely.

Contact: Hilary

Phone: 0405 427 246

Email: achievementrides@ctawa.asn.au

Slow to South Freo Sunday, 6 July 2014

8:15 am for 8:30 am start

50 km, leisurely, some gentle rises

Meet at the Loftus Centre in Leederville.

This is a gentle social ride to Fremantle for coffee looking over the sea. The route is mainly off-road cycle paths with the rest on marked on-road cycle routes. If the weather is fine we will go to South Beach kiosk at Fremantle, if the weather is stormy we will go indoors on South Terrace.

Leader: Stuart 0409882931

Bicycle Maintenance Wednesday, 9 July 2014

Wednesday, 9 July 2014

Loftus Community Centre, Leederville

7:00 pm for 7:30 pm start

To be combined with Special General Meeting for changes to the CTAWA constitution.

This will be a good workshop for members who are keen to learn more about basic bicycle maintenance and gain a better understanding of the working parts of your bike. You will also learn how to set up the correct riding position on a bike. Members and friends are invited to this workshop.

To ensure we have enough seating and refreshments, please contact Theresa

Phone: 0407 074 502

Email: social@ctawa.asn.au

Xmas in July—Dwellingup

Sat 12 July to Sun 13 July 2014

Saturday, 12 July to Sunday, 13 July 2014 (two full days)

Meet MANDURAH TRAIN STATION on Saturday @ 10:00 am for a 10:15 am start

To celebrate Xmas in July we are going to Dwellingup over the weekend Saturday/Sunday 12–13 July. Accommodation is at the local pub & motel. Mandurah–Dwellingup is approx. 50 km.

Train it down to Mandurah on the Saturday, arriving by 10:00 am. We will have a leisurely ride to Pinjarra for morning tea/brunch at the famous Pinjarra Bakery then up the hill to Dwellingup arriving early to mid avo.

Alternatively, you or your partner may drive down to Dwellingup. On Sunday we will cycle back to Mandurah Train Station, or you can drive home with you partner.

Tariff for the night varies. Shared accommodation per person for singles approximately \$30 to \$50 a night. Doubles from \$120 to \$145. First in best dressed.

Christmas Dinner is \$30 per head. Continental breakfast is included in your room rate. Full English breakfast is \$18 per head extra.

Contact: Stan to reserve a place

Phone: 9345 3552

Mobile: 0439 955 241

Email: stancds@netspace.net.au

(See website for further details.) 

Giddyup to Gidgegannup – 2014 variation

Sunday, 20 July 2014

100 km, hard, hilly Ride

Meet at Midland Railway Station at 8:15 am for an 8:30 am start

This year's version of the Gidgegannup ride follows a different route from the last time this ride was held in 2012. From Midland we head to Brigadoon (ascending up Weir Road) to take in some spectacular views and then head across Lancewood Road to O'Brien Road and around to Gidgegannup where we will have a well deserved break. From there we return to Midland via the John Forrest National Park.

Leader: Wayne Bertram

Phone: 0408 093 986

Email: wandjbertram@bigpond.com

Century Challenge Achievement Ride Take 2

Saturday, 26 July 2014

NEW ROUTE – MEET AT BAKER'S HILL

100 miles (160 km), brisk

8:00 am for an 8:30 am sharp start

Meet behind BAKER'S HILL Pie Shop, 4617 Great Eastern Highway, Baker's Hill. Parking – BEHIND PIE SHOP. This route takes in Toodyay, Northam and York.

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

Contact: Hilary

Phone: 0405 427 246

Email: achievementrides@ctawa.asn.au

50 km Achievement Ride – Take 2 Sunday, 3 August 2014

50km Moderate

9:00 am for a 9:30 am 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 50 km. The time limit of 3 hours 20 mins (average 15km/h) should ensure that everyone has a chance of completing the distance. This is a straight forward ride in much cooler conditions than the Take 1 held in February.

Contact: Hilary

Phone: 0405 427 246

Email: achievementrides@ctawa.asn.au

200 km Achievement Ride

Saturday, 16 August 2014

200 km, hard

6:00 am for a 6:30 am 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 13 hours 20 mins (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.

Contact: Hilary

Phone 0405 427 246

Email: achievementrides@ctawa.asn.au

Guildford and River Jaunt Sunday, 17 August 2014

8:00 am for 8:15 am start

50 km approx, leisurely, mainly flat

Meet at Loftus Centre, Leederville

The ride will go east to Guildford and then turn back towards the Swan River, stopping at Tranby House for morning tea and then back via Windan Bridge, past Burswood to the Narrows and finishing at Leederville. The ride will be on mainly bike paths and some roads.

Leaders: Brian and Rosalee

Phone: 0409 468 797

Marrinup MTB

Sunday, August 24, 2014

9:00 am for 9:15 am start

25 km, hilly single track, mountain bike only

Meet at Dwellingup information centre opposite the Dwellingup Hotel.

Contact John F. on 0400 361 406 to share transport. Bring your mountain bike!

Leader: John F.

Phone: 0400 361 406

**Upcoming event:
Bicycle
Maintenance**

Wednesday 9 July 2014

Loftus Community Centre, 7:00 pm for 7:30 pm start. To be combined with Special General Meeting for changes to the CTAWA constitution.

This will be a good workshop for members who are keen to learn more about basic bicycle maintenance and gain a better understanding of the working parts of your bike. You will also learn how to set up the correct riding position on a bike. Members and friends are invited to this workshop.

To ensure we have enough seating and refreshments please contact Theresa at social@ctawa.asn.au or 0407

Report: Tech Talk Take 2

There was a good attendance at the Tech Talk Take 2 social night (Wednesday 14 May), thanks to Roy, Keith and Gus for repeating the very interesting presentation on GPS mapping of rides, and the different devices that they have found useful. Also thanks to Theresa for organising the night and putting on a feast for everyone.

In this newsletter is an article from Teresa Liddiard who is currently touring overseas with her husband Mark. Teresa provides useful information on what she has found on her travels (described as 'techno stuff'). Readers will find the information interesting and also see what Teresa and Mark have been up to in their travels.

**FOUND –
MANDURAH
WEEKEND
3 & 4 JUNE 2014**

A yellow rain coat was left at the Timbertop Caravan Park camping ground on Sunday 4 June.

The brand name on the jacket is:
Outdoor Expedition.

Contact Pat on:
0419 241 787 if this is your jacket.

Continued from p. 7

them at Pimelea. I have done a lot of touring and learnt something from Tony; hard boiled eggs are easy to carry on the bike (better if I thought of it). Just as Kleber, Tony and Ann were leaving, Roy 'The Happy Camper' was joining us at the stop. By the time I was ready to leave another small group had joined Roy, sitting amongst the trees, eating lunch and looking very relaxed.

After leaving the lunch stop I eventually passed Kleber, Tony and Ann, with Kleber well in front and on his own. Funny that. Arriving in Nannup I went straight to the café. Eventually Kleber, Tony and Ann pulled in and joined me along with some other riders. Kleber and I then went into the local pub to talk to the manageress about the night's

dinner. Here we re-arranged the dining room for her to fit us all in for dinner; I must say we did a damn good job of it. Our camp was at the lovely caravan park on the banks of the Blackwood River. Liz and Richard arrived with the CTA trailer and Mike W who was doing the second week of the tour. Liz and Richard were transporting first week riders and bikes back to Perth the next day. Later in the afternoon, other tourers and I (with a couple of beers) watched on the small TV in the communal shack my beloved Eagles get beaten.

Showered and cleaned up I headed for the Nannup Hotel. I joined the central table with Kleber, Tony, Ann, Nicole, Dale and Margaret while the rest of the plebs were on other tables. Jennifer, the manageress and her staff could not have

done a better job with the meals provided and the service. Watching Jennifer running around up and down the tables tending to all our needs made me even tired. All meals and drinks were paid for by the participants of the tour and Kleber decided the tour would pay for desert. Everything was just great. As they say all good things must come to an end. I joined a small group and headed back to camp very well satisfied.

For me to come down and join the group for the central part of the tour was just what I need. It was **THE RIGHT TONIC.**

CTA 40th Anniversary tour — The last word



Right from my first ride with the CTA back in 1987 when riding with Bea Page, I was so impressed with her positive and outgoing attitude, that I said to myself, "I like these people." The inaugural 1988 Albany to Perth Bicentennial Tour helped spawn the beginning of the ever-popular On Your Bike tours in 1989, and I was hooked.

I decided that the only way to have a holiday, surrounded by a great bunch of people, was to say, "I'm organizing a tour, would you like to come along"? This started the FULL pannier tours with the Wildflowers and Wineries tour in 1991, New Zealand tour 1992, 20th Anniversary tour 1994, South Australian tour 1995, Tasmanian tour 1996, USA tour 1998 and the 30th Anniversary tour 2004.

This 40th Anniversary Albany to Perth tour was equally as exciting and unpredictable as my first tour in 1988, with some of the participants also having been on both the 20th and 30th Anniversary tours. This tour had the honour of the company of some of the founding members, namely Dale and Margaret Neill, Nicole Gentz, and Matthew King.

Each tour is a reflection of those who participate in it — from first timers excited about their achievements through to experienced tourers helping others through the hard days and sharing the laughter at times, such as the Bonding dinner in Albany and the Last Supper in Mandurah.

There is no word to describe my feelings when I share the moments with these wonderful people as they experience the highs and lows, the tears and laughter, as they get

through the tour having achieved so much.

The last day of the tour was a mixture of relief that everyone arrived back safely, feeling thankful for the support of many, proud of those that achieved personal goals and hopeful that this wonderful way of life will continue for many years to come.

Yours in cycling,
Kleber Claux





The other way to get to Albany to start the tour

By Tony Humphreys

The other way to get to the start in Albany is to ride! I did it for the 30th Anniversary ride so how hard could it be? Plus I needed the training.

I left Narrogin about 11:00 am after dropping into work to finish off a few things. Then it was off, on a warm 35° day. Riding along the Great Southern Highway (or Northam–Cranbrook road), traffic was light/normal, stopped at Highbury for a water stop (should have filled up too!). Reached Wagin about 2:00 pm, from where it's only 30 km to Woodanilling — should take 2 hours at the most. But the last 5 km to Woodanilling was hard, with leg cramps and down to the last of the water — oops! (but could stop at a farm if desperate). Woodanilling campsite cost \$20/day for a dusty camping area on the corner of the highway. The camper's kitchen is okay, and the campsite quiet except for the truck traffic. Saw a bush tail possum at night, and it was an 80 km ride for the day.

Tuesday, left camp at 9:00 am and took back roads to Katanning, riding on a little bit of gravel, and stopped at Katanning for lunch at 11:00 am, including coffee at the Daily Grind. Then it was back on the highway to Broomehill. Stopped at Henry Jones Winery and Cafe for coffee and cake at 1:00 pm — distance 50 km. Very nice green grassed caravan park and no one there until two caravans rocked up at 5:30 pm. Overnight there was some light rain and the sprinklers came on at midnight. This explains the green grass, though fortunately water did not get in the tent — phew!

Wednesday, back down the highway with no real options. The only excitement for the day was a small white dog that charged me into Tambellup just before lunch. A few sheep trucks passed; must be a ship in Albany. Cranbrook Caravan Park was sociable and the caretakers made me feel welcome. Distance 60 km.

Thursday, it was off to Mt Barker. Instead of travelling down the Albany Highway, I took the back roads, first to

Tenterden, all on sealed road then to Kendenup (17 km of gravel, but good). The Deli at Kendenup does nice coffee, an OYB stop. Then back on the bitumen to Mt Barker. Travelled on the Albany Highway for about 2 km, where the traffic was thick and not much fun! Had a close call with one truck. Stopped off with friends at Rayanne Homestead — a B and B, very comfortable — and was offered a lift to Albany instead of riding down the highway on Friday. Arrived in town about 11:00 am and settled in. Dined out at Rustlers Restaurant.

Saturday, did shopping and caught up on the diary at 2:00 pm. Was thinking that the motley crew should be rocking up soon, then got a call from Kleber to say that they would be arriving at 5:00 pm, something must have happened will find out in a few hours.

One month in Spain — The gear

By Teresa Liddiard

Landing in Barcelona we searched for our bikes in the hope they had survived the flight undamaged. Fortunately this was the case, mostly. Choosing not to use bike boxes due to weight restrictions, we had instead covered the bikes with bubble wrap and cling wrapped them at the airport. Emirates didn't have a problem with this method of transportation. The only damage incurred was to the rear racks, which on both bikes had been bent. Fortunately we have still been able to use these racks to carry our panniers.

The Bikes

Having cycle toured overseas before and knowing the limitations sometimes caused by using full sized touring bikes, we opted for slightly slower folding bikes. Our bicycle of choice for this trip is a Tern Eclipse S11I folding bike with 24"

wheels. These bikes come standard with a front dynamo hub and built-in headlight powered by the hub, a Shimano Alfine 11 hub gear, and hydraulic disk brakes. The dynamo and light can be turned off when not required.

Mark modified the gearing to provide us with a much lower gear ratio, which has proved its worth many times over. Taking folding bikes has provided us with the additional flexibility we hoped for, allowing us to take a train to bypass one section of Spain, as recommended by some locals. Without the folding option this would not have been possible.

Instead of taking SPD pedals and cleats, to

reduce the number of shoes needed, we opted for toe straps, purchasing Power Grip pedals and straps. Having used cleats for over 20 years I was uncertain about this choice but am pleased to report success on all accounts. As we are on and off the bikes more often than when simply going for a ride, having





normal shoes to walk around in which can be used both on and off the bike has been valuable.

A suggestion from the gear and gadget night was to use a motorbike cargo net to hold items on the rear rack. This was an alternative to other types of straps I have used in the past and I'm very pleased with the result, as it provides me with more options when attaching items temporarily to the back of the bike.

Techno Stuff

Not being overly technical when it comes to GPSs and other such devices, I attended the CTA social night on this topic looking for advice. Armed with knowledge of various options, we chose to use an app on my iPhone, which I already owned, rather than buy a GPS, which would have been something else we needed to carry and charge.

Arriving in Barcelona I purchased a local SIM card providing me with a local telephone number and allowing me to access the internet when necessary. This has been convenient, particularly when contacting hosts from warm showers.

Pocket Earth was the suggested mapping app for my phone, which we attempted to learn before leaving Perth, with minimal success. Leaving Barcelona was our first test and sadly I couldn't get it to work. Switching between Apple Maps, Google Maps, Pocket Earth and Galileo, my frustration increased rapidly and I started to regret the decision not to buy a GPS. However, a few days later I made a wonderful discovery. We have been using a website called warm showers, staying

with locals when we can, and to my delight I discovered the app downloaded to my phone has an offline GPS function. I have since discovered Google Maps also has a similar feature.

Over the last month I have found the following combination works best for me.

Route planning: I mostly use Google Maps on my PC, but if looking for GPS coordinates Google Earth was useful. Generally our preplanning is preliminary only, as we tend to make decisions on the fly once we are on the road. This allows us to be more flexible each day.

When cycling: I use the warm showers app (offline) to determine where we are and to decide which way to go when at intersections. In certain instances Pocket Earth (also used offline once maps have been downloaded) in addition to the warm showers app has been a good combination, as the map detail with Pocket Earth is sometimes better.

Looking for accommodation: When not staying with a host using warm showers, we are mostly using booking.com. I have downloaded their app onto my iPhone and when reaching a town, and once we have booked accommodation, I turn on mobile data and use the GPS function from this app to locate the hotel. So far this has worked extremely well.

To carry my phone during the

day I have a Biologic waterproof case, which is mounted on the handlebars. As we cycle I am able to view cycle routes when needed. I also have a Biologic battery pack, which can be charged from the dynamo hub on the bike, which in turn can charge the phone as I pedal.

In addition I also have a mophie battery pack which I recharge when staying in accommodation. I can recharge my phone 4 times from this battery.

Against the advice of some, I decided to take a PC with me on this trip. With the smallest laptop possible I am glad of this decision. When in internet range I am able to plan our routes for the next day with greater ease, plus due to the number of photos I take, this has made downloading images much simpler, particularly in those situations when we have no internet coverage. Travelling through Spain the internet is available in most places (not all), but we have discovered the speed is not always the best. Again this varies greatly.

We are maintaining a blog which if you are interested can be viewed online. Due to the lack of spam (very happy about this) I will not be publishing our blog address, but if you are interested please provide your contact details to Rosalee who will pass this information on to me.

We have one more month in Spain before moving on to France.

Happy and safe cycling.

Teresa



HOUSEKEEPING

Please contact us if your contact information changes (so we can keep our database up to date.)

Email: members@ctawa.asn.au

SAFETY ISSUES

If you have safety issues — email info@ctawa.asn.au

Riders often find glass, sand and other hazardous debris on cycle routes or shared paths. The authorities generally do a good job of cleaning up this material but sometimes they can respond more quickly if cyclists report hazards to them for attention.

There are several ways to report hazards including a direct link to the Western Australian Department of Transport: www.transport.wa.gov.au/activetransport/25460.asp, which can be saved as a bookmark on your smartphone. Report a hazard by filling in the fields on the webpage that opens. This page does not allow sending of photos or GPS location data automatically from your phone.

Alternatively, an email can be sent to cycling@transport.wa.gov.au with photos and GPS data included. (Whichever link you use, send a copy to info@ctawa.asn.au).

SnapSendSolve

www.snapsendsolve.com/ is a phone-app for iPhone and Android that enables you to take a photo and immediately send a hazard report to the local authority.

We would like to extend a warm welcome to our new members:

Jackie Bond
Julie Wright

CTA CLOTHING



CTA Clothing

CTA clothing is available as follows:

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

Short Sleeve Unisex (full zip):

Short Sleeve Womens (short zip):

Long Sleeve Unisex (short zip) :

Long Sleeve Womens (short zip):

Long Sleeve Unisex (full zip):

Sprint Design, recommend that buyers select a tighter fitting jersey to achieve good moisture absorption.

CTA jerseys are available in a range of sizes, in both long and short sleeve and half and full zip. Sizing is deliberately small to aid in moisture absorption, however it is **recommended you try on a sample before selecting**. If CTA's selection does not suit your requirements you can order direct from Sprint Design. Allow a 12 week lead time. Providing you only vary the length (long or short), rather than CTA's regular length and do not vary the jersey material, pricing should be approximately the same. 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. Limited stock in size 16 & 22

CTA Socks

Orange/blue socks with CTA logo — \$10 a pair



Take-a-Look Mirrors—no longer stocked by the CTA as these can be purchased through bike shops

Safe-Zone Mirror

The 57 mm diameter 'Safe-Zone' mirror gives an improved vision of vehicles or other riders approaching from behind. Normally only available on line at \$53, including handling and postage. CTA is able to offer these mirrors to members at **\$43 including postage**, or if you collect the mirror yourself from Doug (at Greenwood) **\$35**.

These mirrors use two zip ties for mounting onto your helmet. If you are cycling overseas where traffic is left hand drive, these mirrors can be easily adjusted.

Contact : Doug 9447 2554 (H) or email clothing@ctawa.asn.au for any enquiries or orders.



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.



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. Each ride is supported by a volunteer and the series is coordinated by the Achievement Rides Coordinator. (See page 2 for contact details)

Background

The series is designed to help cyclists train for fully loaded pannier touring. It is presumed that, if a rider can complete an achievement ride of x km carrying little or no gear, they would be able to ride half that distance fully loaded. The longest ride in the series is 300 km, on the basis that 150 km per day is a likely maximum travelling fully loaded.

Ride series

There are four levels to which achievement ride participants can aspire. Each level comprises a combination of set rides undertaken over the year. These are summarised in the following table.

Series	Rides
Merit	50 and 100 km, and 5000 in 4
Achiever	50 and 100 km, and 5000 in 4 <i>plus</i> any one of: Century Challenge or 200 km or 300 km or 10,000 in 8 or 200 km in two consecutive days
Challenge	50, 100, Century Challenge and 200 km, and 10,000 in 8
Super Achiever	50, 100, 200 and 300 km, and 10,000 in 8

Awards are made for successfully completing any of the stipulated ride combinations. A member can only nominate for one award per year. A longer ride can be substituted for a shorter ride in the category, provided the longer ride is of the same kind (e.g. in the hills).

For the Achiever category, back-to-back 100 km rides (200 km in two consecutive days) can only be used to count towards either the 200-in-two *or* one 100 km ride, but not both.

Ride time limits

Although non-competitive, time limits are set for each ride, based on an average speed of approximately 15 km/hr.

Ride	Time limit
50 km	3 hr 20 min
100 km	6 hr 40 min
Century Challenge (100 miles/160 km)	10 hr 40 min
200 km	13 hr 30 min
300 km	20 hr
5,000 in 4 (5,000 feet of hills)	4 hr
10,000 in 8 (10,000 feet of hills)	8 hr

Qualifying to start the Century Challenge, and 200 and 300 km achievement rides

The length, difficulty and time required to complete the Century Challenge, 200 km and 300 km rides means that prerequisite criteria must be met to be eligible for these rides, as detailed in the next table.

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

Using brevets

If you cannot attend an achievement ride on the given day, it can be completed by brevet. This means taking a brevet card with route description (provided by the AR coordinator), and having the card signed at recognised waypoints along the route. The AR coordinator must be contacted in advance of attempting a ride by brevet.

Completed cards must be returned to the Achievement Rides Coordinator, preferably within 2 weeks of attempting the ride, and no later than the end of the current calendar year.

Achievement Rides support

Longer achievement rides generally have vehicle support. If you can provide support on any achievement ride, you will be reimbursed at a rate of 50 cents per km. Other related expenses may be reimbursed on presentation of receipts and an expense claim.

Information and dates for 2014

Questions about achievement rides, or offers to support achievement rides, can be directed to the Achievement Rides Coordinator. See p. 2 for contact details.

Further information, including AR dates for 2014, is given on p. 7–8. and on the website <www.ctawa.asn.au>.

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 100.1 FM, Saturdays 7.40 – 8.00 am and SBS 2 (TV), Sundays 6:00 – 6:30 pm

July/August 2014



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, to name a few of the material benefits.

For more information, send an email to info@ctawa.asn.au.

If undelivered please return to
PO Box 174 Wembley WA 6913
Western Australia

