

THE CHAIN LETTER

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

July/August 2015

Issue 243

PRESIDENT'S REPORT

The solstice fell on 21 June, and now the days are lengthening and we can look forward to summer. This winter has had lovely sunny days and we haven't had many excuses not to get on our bikes.

On 15 July we are holding a social night with wine and cheese to discuss the Cycle Touring Association club.

Please come along and be part of the discussion. Our club has great strengths and opportunities and it is good to focus on them. One such strength is the

committed members who help the CTA leading day rides, and weekend and longer tours in and out of WA. We are all volunteers and the CTA is as good as the members who become involved in the running of the club.

However, we are in great need of a person who is willing to help Michael with the website and we now need someone to take it to the next level.

When you come to the social night please think about:

- reasons for joining the CTA
- how can we improve
- what you like about the CTA
- how the CTA can continue to be dynamic and young (in attitude and thinking)
- what our challenges are and how to address them.

Please come along to discuss this over a glass of wine or a soft drink.

Regards, Connie

IN THIS ISSUE



p. 3 – CTA Sustainable Tour conquers Gippsland



p. 8 – A song for the road!



p. 9 – Retirees rate bakeries
on northern circuit



p. 8 & p. 11 – crash insurance
and crash hazards



p. 11—These are the type of girls in the CTA!



p. 14 – Nothing will stop this
intrepid cyclist!

UPCOMING EVENTS



Social

Wine & Cheese Night Strategic Planning Workshop

Yes your club is giving a bit back in return for your input to our Social night on Wednesday, 15 July.

We want to hear where you think we can improve and how we can appeal to a greater potential membership.

All members will be sent an email a week before with ideas for discussion.

OJ and the normal tea, coffee and biscuits will also be available.

**Loftus Community Centre at
7:00 pm for 7:30 pm start.**

**Please let Stephen Napier know
if you will be attending for
seating and catering purposes.**

Ph: 0420 224 911

Email: social@ctawa.asn.au

Tours

2015 On Your Bike – Golden Heartlands Tour

Sat 12 to Sun 20 Sept 2015

Contact Tour Leader Trevor Knox

Ph: 0402 029 608

Email: trevorknox@arach.net.au

Further details on the CTA website.

CHANGE: Achievement Rides support

There will be no further vehicle support for longer achievement rides.

Fewer riders are using the service as those who do the ride are generally independent and accustomed to carrying their own supplies.

See Page 13 for more information.

The 200k ride on Saturday 22 August will follow a safer new route. Check website for details soon.

Please send any enquiries to achievementrides@ctawa.asn.au

CTA LEADERSHIP

PRESIDENT

Connie ☎ (08) 9378 3687
president@ctawa.asn.au

VICE PRESIDENT

Noel ☎ 0419 964 808

SECRETARY

Roy ☎ (08) 9448 7160

TREASURER

Christine ☎ (08) 457 4779
treasurer@ctawa.asn.au

RIDES COORDINATOR

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

EDITORS

Rosalee ☎ (08) 9341 5221
 Stephen ☎ 0430 921 929
editor@ctawa.asn.au

WEB SITE

Mike ☎ (08)93092745
webmaster@ctawa.asn.au

CLOTHING

Doug ☎ (08) 9447 2554
clothing@ctawa.asn.au

OYB TOUR LEADER

Trevor ☎ (08) 9345 1048
 ☎ 0402 029 608
oyb@ctawa.asn.au

ACHIEVEMENT RIDES

Hilary ☎ 0405 427 246
achievementrides@ctawa.asn.au

SOCIAL COORDINATOR

Steve ☎ 0420 224 911
social@ctawa.asn.au

Please send all correspondence to:
PO Box 174 Wembley WA 6913
 CTA Email: info@ctawa.asn.au
 Website: www.ctawa.asn.au

DEADLINES: Contributions for the next issue (Sep/Oct) should be sent to the Editor (editor@ctawa.asn.au) no later than **6 August 2015**.

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...

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

Contents

President's Report	1
Club Information	2
Achievement Ride successes	2
Ride report: Sustainable Tour 2015	3
Rides Calendar	7, 8
Crash insurance – status update	8
A ride song	8
Ride report: Retirees Run	9
The Martins have landed!	10
Event report: Bike in the valley	11
Club Clothing	12
Achievement Ride Info	13
Membership Details	14

Achievement Ride 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 (160 km)

Sat 30 May 2015

Hilary Beck
 Greg Atter
 Chris Rowley
 Michael Penklis
 David Stobie
 Patrick Smythe

160 km by brevet

Bruce Robinson (23 May)
 Kleber Claux (28 May)

10,000 in 8 T1

13 June 2015

Hilary Beck
 Mary Roglich
 Michael Penklis
 Christopher Rowley

Brian McAuliffe
 Patrick Smythe
 Steve Napier
 Christine Liddiard
 Pierre de Kock
 Bruce Robinson
 Greg Atter
 Trevor Raston (member O55s)

Calendar of Achievement Rides 2015**

Sat 4 July 100 km T2
 Sun 5 July 200 km in 2 days
 Sun 9 August 50 km T2
 Sat 22 August 200 km
 Sat 19 Sep 300 km
 Sat 3 Oct 5000 in 4 T2

Sat 17 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.

** Please also check website, as dates and details may change.

CTA Sustainable Tour 2015—Gippsland, Victoria

22 March – 2 April

A group of 17 adventurous riders, led by Noel Eddington, participated in the 12 day ride through parts of central Gippsland. Several riders took advantage of Noel's offer to be picked up at the airport which made it a lot easier getting our luggage and bike boxes to Ashley Garden Caravan Park in Braybrook. Everyone was able to set up their tent for the night and have enough time to reassemble their bikes ready for the first ride of the tour the following day.

Trevor, Maureen, Dave, Bruce, Deb and Di had already arrived in San Remo the day before. They had taken the train to Sunshine Station, near Stony Point, and boarded a ferry across to Cowes (on Phillip Island) with their bikes and panniers and then rode the 17.5 km to San Remo.

Day 1: Melbourne to San Remo – 81 km

The planned ride for the Melbourne group to also catch the ferry from Stony Point to Cowes was cancelled due to conflicting ferry times. Instead we left the Ashley Caravan Park and caught the train from Sunshine station to Flinders station and then to Cardinia Road station. Noel and Roy were able to work out a new route from Cardinia Road station to San Remo. We tried to avoid

busy roads, but ended up having to ride the last stretch into San Remo along the busy Bass Highway, which fortunately had a good hard shoulder. The riding conditions were fairly warm, consequently everyone was happy to finish the day at San Remo Caravan Park. The facilities at the park were fairly basic with no camp kitchen, however the owners were very nice and lent us an electrical kettle to use for our hot drinks! San Remo is a fishing village and popular holiday destination.

Day 2: San Remo to Foster – 90 km

We had cool riding conditions and a little bit of rain on the way to Foster. Unfortunately it was a bad day for punctures; Stephen suffered two and Christine one. There were stunning and sweeping views overlooking Kilcunda Bay as we rode along the bush lined Bass Rail trail from Anderson to Wonthaggi. The Great Southern Rail Trail led us into Foster. On these trails the group enjoyed more relaxed riding, free from traffic, and the track was well compacted and nice and wide. The light rain had stopped by the time we arrived at the Prom Central Caravan Park, and we were able to erect the tents on some great green turf for the night. Foster was originally a

gold mining town settled in around 1871; now the area is mostly used for dairying and grazing.

The caravan park owners were very hospitable and had organised for the local Foster Golf club to pick us all up for the evening meal at their club house.

Day 3: Foster to Tarra Valley – 71 km

We were really pleased to hear from the caravan park owners about the new extension to the Great Southern Rail Trail that had only just opened a week before. The new trail was from Toora to Welshpool, the riding was very pleasant and with the bonus of a tail wind. We all stopped at Yarram for lunch, the locals were quite interested to see a group of fully laden cyclists riding through their towns and quizzed us on why we were doing it! As usual, as soon as the riders hit Yarram the search was on for a good bakery. We could rely on Jennifer to always find one, and the rest of us just followed her.

After leaving Yarram and looking forward to the horizon, we knew we were now going to have to face our first lot of hills. This came as a bit of a shock as the previous two days riding had been mainly flat. This area was also where we could see more of the rain forest type of vegetation with lots of tree ferns growing in amongst Mountain Ash and Myrtle Beech trees — a very scenic ride, crossing wooden bridges over the Tarra River a few times.

The campground was nestled in amongst the forest, with very good amenities and a camp kitchen. In the evening everyone enjoyed a good cook-up in the camp kitchen; however, to our dismay the heavens opened about 6:30 pm and it started pouring with rain. We could only look out and watch water streaming down the road and practically into our tents. We anticipated having a wet overnight stay in our tents.

(Continued on page 4)



Coastal lookout, San Remo to Wonthaggi

Day 4: Tarra NP to Rosedale – 65.4 km

After a fairly damp night, we crawled out of our wet tents to reasonably clear conditions in the forest campsite. Stuart reported that he found two yabbies swimming in his tent overnight!

The ride out of the Tarra Valley was fairly gruelling with continual zig-zag uphill, but the magnificent scenery through the Strzelecki Ranges made up for any



Campsite at Eagle Point

discomfort, and we stopped off at the Tarra Falls which was streaming with water after the rain from the previous night. There was also another stop to get our breaths back at Cynthia Falls. After what seemed continual climbing we came upon the Lyrebird Café – a wonderful place for our morning tea stop. The slower pace of riding gave a fresh perspective, enabling time to listen to our surrounds and breathe in the fresh smells of the surrounding forest.

Then it was onwards and upwards again along the Grand Ridge road, a rough, unsealed road, for another 10 km. For the less adventurous it was fairly slow riding, hoping to keep ourselves and the bikes upright (self preservation)! Jennifer's rear pannier had to be repaired before it completely fell off on this section of the route.

Happily, we all arrived at the Rosedale CP in one piece. There were no major injuries, although Christine and Stuart reported that they had to remove leeches after their walk through the rain forest,

two off Christine and one off Stuart.

Rosedale CP was not quite up to anyone's expectations. It was very run down with a menagerie of animals roaming through the caravan park – goats, geese, chooks, dogs, etc. The caravan park owner's dog caused chaos when it came sniffing around the tents doing what male dogs like doing best, and much to David's dismay the dog found and ate his 200 gm block of cheddar cheese. Fortunately we

had a good afternoon to dry out our tents and sleeping gear from the wet night at Tarra Valley.

Day 5: Rosedale to Eagle Point – 112 km

This was a longer than expected day,

and it was unfortunate that the ferry that we were to catch across to Loch Sport could not take our contingent of riders and bikes. This meant changing the route to bypass Loch Sport and make new arrangements to stay at the Eagle Point Caravan Park.

The ride to Eagle Point was helped by a very good tail wind, and the road was lovely and smooth, making riding conditions perfect. Noel spotted a turtle in the middle of the road and quickly relocated it to a nearby paddock, facing it towards a dam, and saving it from a fate worse than death!

Eagle Point CP was a great place to camp overnight, being situated next to a nature reserve and overlooking the foreshore of Lake King. The locals were all worried as the predicted weather forecast was for 80–100 km/hr winds overnight. We were advised to camp on the side away from the ferocious winds and all decided to well and truly peg our tents down for the night. Eagle Point is only a small seaside town and therefore there were no shops

to stock up on supplies for dinner. However we were fortunate to be told about a pizza and pasta delivery service from Paynesville, who were happy to deliver our take-away meals for the evening.

Day 6: Eagle Point to Lakes Entrance – 60 km

A few riders decided to check out the road going along the narrow Mitchell River Silt Jetties, jutting out just over 7 km into Lake King and in some places not much wider than the dirt road out to the end. They say that this is one of the longest silt roads in the southern hemisphere.

The predicted winds did not eventuate overnight at Eagle Point; however, they hit us with a vengeance for our ride to Lakes Entrance. The ride to Bairnsdale along the main road was pretty horrendous with riders grasping onto the handle bars of their bikes, trying not to be blown over by the strong winds into traffic. Apparently the winds were gusting up to 80 km/hr! (so Trevor said)

After passing through Bairnsdale we turned onto the East Gippsland Rail Trail, riding conditions improved, the bush lining the trail protected us from the wind, and the surface was great to ride on. We had nice scenery to observe as we rode along this part of the trail.

Day 7: Rest day at Lakes Entrance

In the morning we had a well-earned sleep-in which was thoroughly enjoyed by all, especially after such gusty overnight winds.

The prize for the best breakfast cook up in the morning was definitely Doug, Roy and Christine. Washing was next on the list of jobs, with the caravan park's washing machines working non-stop for several hours. Lakes Entrance has a man-made channel that links Bass Strait and the Tasman Sea with a vast network of inland waterways known as the Gippsland Lakes. It also has a major fishing industry. All riders took advantage of their rest day to have a look around this very interesting and popular holiday town.

(Continued on page 5)

A group of nine seekers of further knowledge went on the Eco-Tour cruise up the Gippsland Lakes. On the way they saw many species of marine and bird life such as seals, dolphins, black swans and five different species of cormorant. Stuart was the biggest winner when the scones, jam and cream were given out (freshly baked on board), when he was dished up a double sized scone with jam and cream. I wonder who told the skipper's cook that Stuart likes scones, jam and cream?.

Day 8: Lakes Entrance to Bairnsdale – 45 km (the easier route)

It was a brisk, cold morning when all the riders gathered to leave Lakes Entrance.

There was a group discussion regarding an alternative route going on the Gippsland Lakes Discovery Trail; this route, which eventually leads into the East Gippsland Rail Trail, was a bit longer and had a few steep grades. Seven riders decided to take this alternative longer ride. They were all happy that they had chosen this route and said it was the ride highlight so far, and very picturesque, travelling through quite dense forest areas and some old tunnels along the way. One obstacle was a very steep, slippery, pea gravel hill. Jennifer came to the rescue and helped riders push their heavily laden bikes up the incline. The other major obstacle was a

fallen tree across the path, which had to be cleared to get through the track. On the East Gippsland Rail Trail, they stopped to talk to a lady from America, riding a recumbent — she said that she was wandering the world! Umm takes all sorts!

The other 10 riders headed off northwards for an easier ride. There was one gravelly section and then onto some main roads before meeting up with the East Gippsland Rail Trail that leads into Bairnsdale. We chatted to an American at our morning tea stop, who had his bike loaded to the hilt. He said he had been riding for 18 months and had started in Barcelona. Very inspiring to meet these people! There was a good camp kitchen at our camping spot for the night, where everyone got into the swing of things and cooked up a variety of evening meals.

Bairnsdale is the largest city in the East Gippsland region, situated on the Mitchell River which then flows into the extensive Gippsland Lakes system at Lake King.

Day 9: Bairnsdale to Maffra – 73 km

There was a lot of discussion the previous night on which route to follow for our ride to Maffra. The 'wise ones' of the group decided in their wisdom that we could follow a shorter route away from busy roads. Maps and phone GPS were consulted which showed a road that we

could follow r u n n i n g alongside a railway line. We all merrily set off for our ride to Maffra, stopping at Lindenow for some riders to have their early morning c o f f e e . Christine and Jennifer led the first group off to follow the new ride route. It didn't

seem too long before we met up with Sinclair Road, our saviour from the dreaded busier roads. This is where our merriment quickly dwindled! No sooner had we started on Sinclair Road when we struck the first sandy patch, which meant getting off the bike and having to push our way through. The going on Sinclair Road was very, very slow for some of us, with loose gravel downhill (and uphill), lots of sand traps, corrugations and rocky outcrops. Unfortunately Sinclair Road claimed the first victims of our tour so far, though fortunately there were no serious injuries, which was good luck more than good management! Our leader (and a few others), had falls and to add insult to injury, a flat tyre as well! I guess there is a saying that what doesn't kill you makes you stronger! We were all relieved to leave Sinclair Road behind. A farmer passing us on the road could not believe that we were riding along this road on fully laden bikes.

We were all relieved to get into Maffra, a small town of around 4,000 people, which seemed to have good town facilities. The campsite, although lacking in camp kitchen facilities, was an adequate stay for the night.

Day 10: Maffra to Moe – 83 km

Unfortunately Christine's bike problems turned out to require a major repair job on the rear wheel hub. Brian and Bruce waited with Christine while the repairs were carried out by the great bike mechanic in Maffra. Bruce utilised the bike shops internet to check his emails while Christine's bike was being repaired and after about 1.5 hrs they were on the road again.

The rest of the group stopped after ' 20 km for a leisurely morning tea at Hayfield bakery and to stock up on lunch supplies. We were able to follow the Gippsland Rail Trail into Glengarry for our next stop for lunch. After Glengarry we followed the bitumen road through the town of Tyers (Latrobe Valley area). This is where we had some pretty long hills, riding uphill past one of the massive power plants in the area. We

(Continued on page 6)



Steve, Jen and Brian with tree branches,
Gippsland Lakes Discovery Trail

managed to find the rail trail leading into Moe about 6 km from the town. Unfortunately this is when Doug's back rack broke and left his panniers dragging on the ground behind him, but he was very quick with his repairs and we were able to get going again.

It was great to meet up again with Lyn and Mal Harrison who now live not far from Moe. Lyn and Mal were very involved with the CTA before they moved to Victoria a couple of years ago.

A few riders enjoyed a great meal at the nearby Racing Club, which is a beautiful venue, no doubt supported by the gaming section attached to the club.

Day 11: Moe to Outpost Retreat (Noojee) – 65 km

Unfortunately it was a bad start to the day for Doug, who misread his watch and started packing up at some ungodly hour in the morning only to discover it was too early (blame daylight saving).

The ride to Noojee meant having to cycle up several steep hills. We were really grateful to Lyn and Mal who offered to take our panniers in their van and we were pleased with our decision when later on we struck the first hills of the

morning, but really nice riding past lots of green pastures on a quiet back road. Although there were lots of hills, the views were stunning. On one lookout we could see the damage caused by the 2009 fires in the area. The Mountain Ash trees on top of a ridge in the distance (part of the Strzelecki Ranges) were only skeletons, and apparently it will take many years for these beautiful trees to regenerate, if at all.

We had a most amazing downhill run into the Noojee, with no pedalling required at all for several kilometres, and were looking forward to arriving at the Outpost Retreat and not having to erect tents.

Just a few kilometres out of Noojee a few riders still had the energy to ride up a gravel hill to have a look at a historic trestle bridge.

The Outpost Restaurant (an old farmhouse built in 1900s) and accommodation was certainly a highlight of our camping accommodation for the tour. We had a fantastic evening meal in the rustic restaurant that night, surrounded by old paraphernalia and photos showing the early history of Noojee. The Latrobe River runs through

at the Toorong Falls just out of Noojee.

After the meal we all happily retired to our well-equipped chalets for the night, with full tummies, comfortable in our nice soft chalet beds, listening to some light rain on the roof (not our tents!).

Day 12: Outpost Retreat to Lilydale train station – Melbourne – 73 km

We decided to make an early start, as it meant having to ride to the Lilydale train station, and for many take the train to Flinders station and from there to Tottenham station. We didn't want to be caught up in afternoon peak hour commuter traffic with our bikes on the trains.

We had quite a bit of drizzly weather in the early part of our ride, and the cycling was a bit tough, mainly climbing uphill through the beautiful forest areas of the Latrobe Valley. Yarra Junction (Yarra Rivers) was a great stop for an early lunch in a small, but quite busy town. From here we took the Warburton to Lilydale Rail Trail. It seemed that we were climbing all the way to the Lilydale train station.

Roy proved that iPhones are very durable; his fell out of his handlebar holder onto the road while he was riding, and survived. One of Doug's rear panniers also fell off onto the road not long after. A very kindly motorist stopped in front of the pannier, protecting it from other motorists and stayed there until Doug was able to ride back and retrieve it.

It is also interesting to note the wonderful, extensive bike path network of rail trails through out the Gippsland region. These trails are mostly of narrow vehicle width with a good smooth bike-riding surface. The group of 17 riders managed these trails with fully laden road and touring bikes.

We all arrived back in Melbourne safely in good time as planned. Well done to all riders for completing the tour. It was a great tour thanks to Noel, and with some able assistance during the tour from Christine and Roy (navigators and support).



Warburton to Lilydale Rail Trail

day. A few courageous ones decided to cart all their gear on their ride and take the prescribed route up a hillier section out of Moe.

Lyn took a group on an easier, not-so-steep ride out of Moe. It was a foggy

Noojee, a really beautiful area, not far from Mount Baw Baw, a peak on the Great Dividing Range where it sometimes snows.

Noel commandeered Sue and Bruce's car and took some people out to have a look

Lift out Rides Calendar for July/August 2015

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/hr
Leisurely	15 – 20 km/hr
Moderate	20 – 25 km/hr
Brisk	25 – 30 km/hr
Strenuous	30 – 35 km/hr
Super Strenuous	35 km/hr 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.

IMPORTANT: We do what we can to ensure the ride details are correct when going to print. However sometimes unforeseen circumstances can occur after publication of newsletter. **Therefore please check the website before going on a planned ride.**

100 km Achievement Ride – Take 2

Saturday, 4 July 2015

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.

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 6 hrs 40 mins. This works out to a leisurely pace average.

Contact: Christine 9457 4779

Email: achievementrides@ctawa.asn.au

200 km in 2 Days Achievement Ride - Day 2

Sunday, 5 July 2015

8:00 am for 8:30 am sharp start

100 km, moderate

Meet at the Raffles Hotel, Applecross to enjoy the flatest 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. The average 15 km/hr could almost be described as leisurely.

Contact: Christine 9457 4779

Email: achievementrides@ctawa.asn.au

Rycroft Road to Kalamunda

Sunday, 12 July 2015

9:00 am start

50 km, hilly, moderate, possibly wet and windy

A hilly but achievable ride up some of the great training hills in the Perth Hills. Rycroft Road and Mundaring Road then refueling in Kalamunda before finishing with the fantastic roll down the Switchback.

Leader: Stuart

Ph: 0409 882 931

Four National Parks Ride

Sunday, 19 July 2015

8:45 am for 9:00 am start

65 km, moderate, hilly

Meet at Midland Train Station.

This ride will take us past four national parks, through Kalamunda and Mundaring. It's hilly, but we will take our time and enjoy the views.

Leader : Sarah Cutts

Ph: 9443 8095

Email: sarcutts@iinet.net.au

Glimpses of the Canning River

Sunday, 26 July 2015

8:15 am for 8:30 am start

45 km approx, leisurely to moderate, flat

Meet at Narrows Bridge on south side

(toilet side). Will ride via Mt Henry Bridge, Riverton, Kent Street Weir, Lo Quay for coffee and then back via Manning.

Leaders: Rosalee and Brian

Phone: 0409 468 797

From Butler down

Sunday, 2 August 2015

9:00 am start

50 km, moderate, slightly rolling on cycle paths and road cycle lanes.

Meet at the new Butler railway station and head south through Perth's showcase coastal strip to the old centre at Scarborough. Ahh the memories! After coffee and Chiko Rolls it's back to the present in Butler.

Leader: Dave

Phone: 0418907381

50 km Achievement Ride – Take 2

Sunday, 9 August 2015

9:00 am for 9:30 am sharp start

50 km, moderate

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 15 km/hr) 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: Christine

Ph: 9457 4779

Email: achievementrides@ctawa.asn.au

Sunday, 16 August 2015

Leader: Greg

Phone: 0409 887 50653

Details to be posted on CTA website

200 km Achievement Ride

Saturday, 22 August 2015

6:00 am for 6:30 am sharp start

200 km, hard.

New safer route, check website for more details.

The time limit is 13 hours 20 mins (average 15 km/hr). Lights are a must.

Participants MUST BOOK at least one week prior to the ride.

Contact: Hilary 0405 427 246

Email: achievementrides@ctawa.asn.au

Spring is Just Around the Corner

Sunday, 23 August 2015

8.30 am for 8.45 am start

Approx 50km, moderate pace

Meet at Warwick train station

Train from Perth should arrive Warwick @ 8.28 and crosses with train from Butler. We head north with the mandatory CTA coffee stop about 1/2 way on the ride before returning to Warwick via a different route.

Leader: Doug

Phone: 9249 9921

2015 OYB Prologue Ride

Sunday, 30 August, 2015

8:45 am for 9:00 am start

43 km, moderate, some hills

Meet at 08:45 am at the Loftus Centre, Leederville for a 9:00 am departure.

Opportunity to join some of your fellow 'On Your Bike' participants for a training

ride prior to the event.

We will ride up the Freeway North bike path to Greenwood before heading around Lake Goollelal to a coffee stop at the Landsdale Farm School. Returning to Leederville via PBN routes NE 1 & NE 2

Contact: Trevor Knox 0402 029 608

Email: trevorknox@arach.net.au

Leisurely recovery ride

Sunday, 6 September 2015

7:45 am for 8:00 am start

50 km, leisurely/moderate and hilly.

Meet at Claughton Reserve. We will ride through Helena Valley to Kalamunda and back down a different way back.

Leader: Connie

Phone: 0407 640 012

2015 On Your Bike Golden Heartlands Tour

Saturday, 12 September 2015 to

Sunday, 20 September 2015

No-Fault Vehicle Crash Insurance: Cyclists be aware!

By Bruce Robinson, CTA member and Vice-President Advocacy for the Over 55 Cycling Club

The WA budget confirmed that No-Fault vehicle crash injury insurance is to be introduced, *but not for all vehicle crashes*. Cyclists are not covered by the proposed no-fault insurance, unless we are hit by a car.

Consider a couple of scenarios.

A pedestrian is concentrating on a mobile phone and walks out onto the road and is hit by a vehicle and injured. If the vehicle was a car or a motorcycle, the pedestrian's severe injuries are covered by no-fault insurance. If the vehicle causing the injuries was a bicycle, the pedestrian is not covered.

Similarly, if a vehicle comes off the road in a single vehicle

crash, the driver or rider is covered, provided the vehicle is a truck, car or motorbike. If the vehicle in a single-vehicle crash is a bicycle, the rider is not covered.

The small amount of extra funding required could be from a range of sources, as the chance of a cyclist severely injuring a pedestrian, for instance, is very much lower than a car injuring a pedestrian. Licensing of bicycles would cost more to administer than any acceptable licence fee (on children's bikes for instance), so licensing bikes will use up revenue, not create any additional funds.

About 80% or so of bicycle crash hospitalisations are from bicycle-only crashes, not crashes with motor vehicles, so most bike crash injuries will not be covered as the scheme currently stands.

#🎵 🎵 A Ride Song 🎵 🎵

by Kleber Claux

Ever-inventive, our man of many talents, Kleber Claux, has turned his hand to writing songs. This was debuted at the beginning of the Walyunga Wander ride Kleber led on Sunday 24 May. Some of you may have survived the experience.

Sung to the tune of "It's a Long Way to Tipperary", this is one for those colder, darker, damper mornings when the vision of a mug of coffee and a sugar fix might be what gets us there.

We're riding to Gidgegannup, it's a long way to go,
Then further to Mundaring, through the hills we
have to go,

Goodbye to the flat roads, farewell to those tail winds,
It's a long long way to Gidgegannup, for the coffee
break, none too soon.

Retirees Run

4–7 May 2015



The Martins have landed and Golden Oldies!

The Martins Have Landed

by Dale Neill

Between them, they've cycled more than 3 million kilometres. This was a get together of some 'golden oldies'. When John and Aileen Martin decided to visit Perth they contacted Kleber and asked if he could organize a catch up. Kleber, dug deep into his black book, and organized lunch at The Mill Bakehouse, Fremantle.

John Martin, a CTA stalwart and pioneer of Audax rides, also designed and built the CTA bike trailer, that illustrious machine still in good working order. Aileen was a late starter to the cycling fraternity. She became interested when John cycled around Tasmania with the CTA in 1983. One of Aileen's most memorable achievements was riding the PBP (Paris-Brest-Paris), a short 1200 km achievement ride, with a cracked pelvis. Aileen trained two years for the PBP only to fall a few weeks before the event. She was determined not to let this inconvenience deter her from completing her goal.

The lunch was punctuated with romantic reminiscences and tall stories. Kleber's stories of knee replacements, new hips and Neurofen almost outweighed stories of Audax, gear ratios and the 10,000 in 8. A great catch-up. Thanks Kleber.

The Golden Oldies

by Kleber Claux

The CTA can be thankful and proud of these 'Golden Oldies', many of whom are Life Members and recipients of the Cycle Tourist of the Year award.

and day rides, and filled the full range of committee positions over the years. The cycling experience and knowledge they have shared with the members over the years is appreciated by all.

(from the CTA archives)



Photo:

Standing L-R: Carolyn & Ross Cussons, Kleber Claux, Neil Porteous, Ron Bowyer, Max Talbot, John Meakin, Margaret Neill, John Martin, Dale Neill

Sitting L-R: Graham & Barbara Farmer, Aileen Martin, Joy Meakin, Marcia Claux, Christina Porteous

All of them have contributed in some way to make the Club what it is today. They are all Super Achievers in more ways than one, some of them inaugural members who helped to establish the Club, and who initiated and continued to be involved with the premier On Your Bike tours, organised and led overseas and Australian tours, countless weekend



Personal Best! Well done to Joy and Chris who achieved personal bests of 97 km on the recent Retirees Run ride from New Norcia to Toodyay (picture left)



Photo (above): in popular demand at the Bike in the Valley event—Noel Eddington alias Dr Bike Clinic

An Accident Waiting to Happen!

CTA members would be aware of the police crack down on motorists using their mobile phones while driving. I have witnessed cyclists on roads and shared paths using their mobile phones while riding, using only one hand to steer their bike.

I would like to bring to the attention of the CTA membership the following incident, which occurred during a recent CTA ride.

I was following another cyclist down a hill which required some breaking to reduce speed due to the grade and curve of the road. I noticed the leading rider

remove one hand from the handle bar and retrieve a mobile phone and carry out a conversation for at least a minute.

There could have been serious consequences if the person's bike wheel hit debris or a pot hole causing loss of control of the bike, perhaps bringing down any following cyclists. That rider may have sufficient skills and if riding alone be prepared to take the risk. However when riding in a group situation, safety to fellow riders is paramount.

If you are cycling and need to answer your mobile phone, PLEASE move off the



path or road and stop before answering your phone. I would like to think that CTA members uphold the principles of cycling safety and consideration to other road users.

Happy and safe cycling,

Kleber Claux

Bike in the Valley, Swan Valley—26 April 2015

By Rosalee and Stephen

On Sunday 26 April, Connie, Noel and Stan set up a CTAWA stand at the annual Bike in the Valley event organised by the City of Swan. This is a community event with the aim of having a fun, leisurely, family ride in the Middle Swan area starting from Jack Mann oval.

Brian and Rosalee led a group of riders from the Narrows Bridge to Jack Mann oval to support our CTA stand holders.

CTA information was handed out to people at the event, including a newly compiled promotional flyer, OYB Golden Heartland Tour brochures, newsletters, etc. Stan, Noel and Kleber also had their touring bikes on display, set up with loaded panniers, along with a CTA clothing stand. Other participants of the event showed a lot of interest in our activities, which turned out to be a great way of promoting our association.

Noel did double duty on the day, acting as himself when talking about cycle touring and the CTA, and changing persona (though, thankfully, not needing a telephone box to do so) to become Dr Bike Clinic for the City of Swan. It was wonderful to watch as he helped riders with any pre-ride bike mechanical adjustments and last minute repairs before they set off on the mass ride.



Picture left: Sarah, Connie and Liz in front of the CTA display.



Picture right: Stan and Kleber test the foldable furniture. Stan's bike loaded with panniers is on the right of the picture.

Housekeeping

Please shoot us an update if your contact information changes (so we can keep our database up to speed).

Email: members@ctawa.asn.au

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, 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 (send 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 seems 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.

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

Udeni Guansekera

For Sale

Camping/cycle touring gear surplus to requirements.

- Dome tent
- Thermarest sleeping mat
- Toiletries bag
- Backpack cover

Contact Trevor Ph: 0402 029 608

Email: trevorknox@arach.net.au

CTA Clothing



CTA clothing is available as follows:

CTA jerseys:

- Short Sleeve Unisex (full zip): \$85
- Short Sleeve Womens (short zip): \$85
- Long Sleeve Unisex (short zip) : \$95
- Long Sleeve Womens (short zip): \$95
- Long Sleeve Unisex (full zip): \$95

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

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 they can be purchased from 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. That is, no double dipping is allowed.

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 – NEW POLICY

Vehicle support will **no longer be provided for Achievement Rides**. Cyclists must ensure they bring along sufficient food and water. All longer achievement rides pass through towns where supplies may be replenished.

Information and dates for 2015

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 2015, is given on p. 2 and 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

Beelier Lake Chain Ride

Sunday, 17 May 2015 — strong winds, rain and storms!

By Barb King

With the forecast of strong winds, rain and storms, we had only one hardy soul — new member Geraldine — turn up for the ride. As the rain had abated, we decided to set off and see how we went.

The ride took in the Beeliar Lake chain starting with North Lake and continuing around and along the series of lakes down past Thomson's Lake and then to the southern side of Russell Rd (Hammond Park), and onto the Kwinana Freeway PSP. We only encountered really heavy rain and wind on the last few kilometres before our morning tea break at Cockburn Central. We considered a shortcut via the train from Cockburn Central, but instead soldiered on to arrive back at Murdoch Railway Station to finish. There was a fair amount of debris on the roads and paths; we had to remove one small tree from one path, and

lift our bikes over another larger tree on another cycle path. We realised how good the riding window was when it hailed not long after arriving back home!

We are happy to repeat this ride at a later date for those who are 'fair weather' cyclists.



Just as well this didn't come down as we were passing!

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**

