

THE CHAIN LETTER

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

November/December

Issue 269/ ISSN:2206-9585

PRESIDENT'S REPORT

Your president is feeling pleased with himself. He recently rode the 300 km Achievement Ride, had a great time and even felt good enough to ride home from the finish in Midland to Victoria Park (known as 'doing a Kleber!'). I encourage all our riders to have a go; the Achievement Ride series starts at 50 kms and is a fun way of getting fit for touring.

Cycling advocacy in Western Australia is undergoing big changes right now. Recently, most of the cycling organisations in WA united under the 'WestCycle' umbrella to be able to speak with one voice to government for sporting, transport and recreational cyclists (<https://westcycle.org.au>).

A similar, but Australia-wide amalgamation of cycling representative

bodies is proposed for the near future. This is more problematic for the CTAWA as the proposed federal body is built around competitive cycling and currently does not reference social, recreational and commuting cycling. Also, the larger body will be dominated by the bigger populations of the eastern states and it is likely that WA state cycling funding will be reduced in the event of the federal merger.

Some of the concerns of WestCycle are shared by other groups such as Cycling NSW which has written a useful introduction to the debate, available at <https://cycling.org.au/nsw/member-update-regarding-one-cycling>.

WestCycle is proposing an online survey to assess the attitudes of WA cycling

clubs and riders to the federal OneCycle proposal. The survey is expected to be online in early November. The CTAWA will be completing the survey as a cycling club but I do encourage all CTAWA members to consider filling out the survey also. The CTAWA will alert members by email and on the club Facebook page (Cycle Touring Association of WA) when it is available.

The spring weather is fabulous and the Long Table Christmas Lunch is coming up on 8 December. I hope to see you on the roads and over a platter or two in the coming weeks.

Regards Stuart

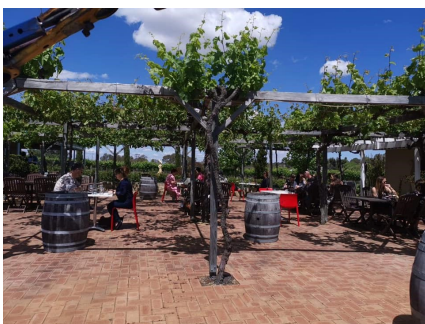
Events & Information

Long Table Lunch–Sunday, 8 December 2019, this year we have a new venue

Pinelli Restaurant, 114 Benara Road, Caversham, Swan Valley (5 km from Guildford Train Station).

Pinelli Restaurant,

www.pinelliwines.com.au/swan-valley-restaurant/



Pinelli Wines are offering free wine tasting at around 11:30 am (just around the corner from the Restaurant). The menu is set and is as follows:

* Antipasto Platters with fresh bread, commencing at 12:15 pm

* Mains – Choice of:

- Chicken Maryland braised in white wine served on a bed of pumpkin, caramelised onion and spinach with rosemary jus and crispy prosciutto.

- Oven Barramundi served on a bed of steamed greens with a citrus butter sauce

- Fillet steak with roasted vegetables and red wine jus.

* Dessert - Mud cake or similar

* Tea and Coffee

Cost: \$50/head

RSVP: Can you please reply by 29 November so we can book in the numbers to Pinelli. Also can you please advise if you are a vegetarian, as we may need to adjust the Antipasto Platters to cater more for vegetarians. **Please email: social@ctawa.asn.au or phone – 04094 68797**

Annual General Meeting

Sunday, 8 March 2020

The Rise, 28 Eighth Avenue, Maylands, 10:00 am for 10:15 am

* 2020 Annual Fees

Notification will be sent out in December (see Page 2)



Join Us Now!

Photo Gallery

Main Events



The CTAWA Facebook page is now up and running! Go to our website and click on Facebook link

CTA LEADERSHIP

PRESIDENT

Stuart ☎ 0409 882 931

president@ctawa.asn.au

VICE PRESIDENT

Arie ☎ 0419 043 229

SECRETARY

Doug ☎ (08) 9447 2554

TREASURER

Christine ☎ (08) 9457 4779

treasurer@ctawa.asn.au

RIDES COORDINATOR

Liz ☎ (08) 9293 0398

rides@ctawa.asn.au

TOURS COORDINATOR

Stan ☎ (08) 9345 3552

EDITORS

Rosalee ☎ (08) 9341 5221

Hilary ☎ 0405 427 246

editor@ctawa.asn.au

WEB SITE

Gus ☎ 0401 176 323

webmaster@ctawa.asn.au

CLOTHING

Jane ☎ 0419 969763

clothing@ctawa.asn.au

OYB TOUR LEADER

Tony ☎ 0408 955908

oyb@ctawa.asn.au

ACHIEVEMENT RIDES

John ☎ 0400 361 406

achievementrides@ctawa.asn.au

SOCIAL COORDINATOR

Teresa ☎ (08) 6107 7962

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

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.

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2020 Annual Fees

Message from Gus

CTA membership is up to the end of the calendar year, that is, 31 December 2019. Some have received emails from the system saying that your membership has ended or is due to expire. The emails are genuine in that they have been sent by our membership system but the content is not strictly correct. If you get such an email

you can ignore it (I'm happy for you to forward it to webmaster@ctawa.asn.au). There will be a correct reminder message sent out automatically in December. Please note: There is no issue with the security of the system or the privacy of your information.

You can now renew your membership for next year (and your expiry date will be 31 December 2020).

Account: {firstname} {lastname} – {login} (if it shows 'Gus' as your last name that's 'cos of a bug).

Log in to your membership account at
<http://ctawa.asn.au/login>

Achievement Ride Successes & Dates for 2020

President Stuart Crombie
10,000 in 8 (brevet) & 300k (brevet) (dates TBA)

Achievement ride descriptions and individual routes for each AR series is on the website page, go to: (Rides ->The Achievement Ride Series <http://ctawa.asn.au/ride/the-cta-achievement-ride-series> .

Welcome to our New members

Paul Dodson
Graham Blackwell (welcome back!)
Yu Chen Li
Allwen Pascoe
Stephen Digwood

Charo Chacon
Mon Barrero
Heather Butcher
Debbie Grose
Mark Boyde



DEADLINES: Contributions for the next issue (January/February) should be sent to the Editor (editor@ctawa.asn.au) no later than **6 December 2019**

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.

Seven weeks in Slovenia 23rd August to the 7th October



The GPX routes are available from Keith if anyone would like them for future planning.

On the 23rd August 14 committed CTAWA members assembled outside a hotel in Vienna to begin the ride that would take them through Austria, Slovenia, along the Adriatic coast into Istria, Croatia and then to return north over the mountains to Vienna.

The 14 intrepid adventurers were Dave Oakley, Steve Napier, Hilary Beck, Trevor Knox, John Farrelly, Christine Liddiard, Rita and Cliff Miller, Mary and Frank Edmonds, Noel Eddington and Connie Van den Ende, and Keith and Sue McBurnie.

Those who rode the completed the route became known as The Magnificent Seven. They covered 2,500 kms with a total ascent of 22,300 metres.

Early days riding in Austria between Bruck An Der Mur and Graz following the Mur River Valley. We followed the Mur, the Drava and Soca River Valleys.



The Julian Alps surrounding the town of Kranjska Gora was a highlight. Towering mountains, beautiful rivers and the alpine town itself was a beautiful place for a two-day break.

From Kranski Gora we headed over Vrsic Pass, the highest pass in Slovenia at 1,600 metres. Connie, Mary and Sue provided a valuable service to the rest of the group by taking a shuttle to the top and kindly carrying everyone else's luggage.

From the Pass we cycled down the Soca Valley to Lake Bled where we had a 3 day break that allowed us time to explore the area and cycle out to Lake Bohinji.



Novo Mestro



A crossing on the Mur River as we headed back to Vienna near the end of the 7 week tour.

Dave left the tour in Lake Bled to make his way across the mountains to England to visit family.

From Lake Bled we headed to Ljubljana, the capital of Slovenia where we had a 4 day break.

Steve and Hilary left us in Ljubljana; Hilary to return to Perth and Steve to spend time cycling the Loire River in France.



Ljubljana

From Ljubljana we continued south, taking in the world-famous caves of Postojna and Skocjan. From there we headed to the medieval town of Piran on the Adriatic Coast. We had lunch in Trieste, Italy, where Rita and Cliff left to visit Venice. And then we were 9.

From Piran we crossed the coast into Croatia and enjoyed the beauty of the Adriatic as we cycled through the Istrian towns of Porec, Pula, Medulin, Rabac and Rijeka.

Two cautions re cycling in Croatia. The first is not all borders are equal, small agricultural borders are only for locals, no exceptions! Secondly the cycle routes, particularly in Istria are plentiful but are not touring routes.

We left the Adriatic Coast, and Noel and Connie, at Rijeka and headed north back into Slovenia and Austria. This section of the ride was very challenging with long days and hard climbs. By then we were 7.

AFTER 4 WEEKS CYCLING IN AUSTRIA- CYCLING TRIESTE TO VENICE

By Rita Millar

After 4 weeks of cycling in Austria, Slovenia and briefly into Croatia, we said farewell to cycling buddies in Trieste, Italy.

Our route would take us from Trieste to Venice over 4 days, with 4 days in Trieste to see the sights. Our arrival in Trieste was a spectacular downhill and those first glimpses of the sea were a treat. But once at sea level we soon realised our route would push inland. The coastline is quite rocky but every so often we were reminded that the Adriatic lay to our left, but with only random-access points. Very shortly after leaving Trieste we encountered other touring cyclists – up to then we had not seen many. Actually, every day during the next 4 days we were to meet numerous cycle touring groups – this is a very popular route.

The first night away from our security blanket of 9 co-cyclists was in Duino. This is where the Castello Di Duino is located. This is currently a private residence but is open to visitors for the summer season. Built on a rocky outcrop in the 14th century, it was a mighty fortress. Today, visitors can enjoy amazing views back to Trieste some 20kms away. Wandering through the beautiful gardens and the rooms of the castle gives a great insight to the life that was.

Back on the road we travelled along a purpose-built bike path basically following the coast to a lovely town called Grado. Grado is located on an island and we counted about 15 very large caravan parks, so obviously a great spot for Europeans to holiday.

From Grado we headed north. When doing the routing we thought it was a bridge that joined the island to mainland Italy. But it turned out to be an 8km causeway. During our previous 4 weeks we had not encountered any winds, particularly head winds. But almost from the moment we left Trieste the winds were quite strong. Luckily it was an east wind, but the day we turned north at Grado the winds were very strong and predominately north/east. That was the longest 8km crossing along the causeway, with gusts pushing side-on and additionally a gust from the north. Thankfully once on the mainland we had some shelter from trees and a slight direction change to our overnight stay in Aquileia. The Basilica di Santa Maria Assunta is the main attraction in Aquileia, with its beautiful mosaic floors.

Aquileia made an interesting walking tour as a number of excavations of ancient ruins have been found and are free to visit. Unfortunately, Aquileia will also be remembered by us for the worst breakfast of

the trip. It consisted of 2 chocolate croissants, 2 sugary donuts, some very dry bread and only Nutella spread to be washed down with a very watery cup of coffee. Our first stop on the road that morning was the local Spar to buy fruit and yogurt, which we ate in the local park.

Leaving Aquileia the next morning we continued west on a beautiful bike path to our next destination which was Portogruaro. The bike path soon disappeared, and we were left with a fairly busy road all be it had a wide shoulder. Google earth is great but actually being on sight allowed us to get the locals advise and check out road surfaces firsthand. This ended up being a longer day in the saddle. The land had numerous waterways, canals, rivers and tributaries and not all had bridges/crossings so we found ourselves back-tracking and or going the long way around on occasions just trying to find roads that connected.

Portogruaro has a number of claims to fame –but it is here that we found the best Italian Gelato. Most welcome after a long warm day on the bike. The town square was beautiful, and we enjoyed just wandering around the town. Preparations were in full swing for a big celebration that weekend, so everything was gleaming. The main clock tower had a very pronounced lean, our hotel reception assured us this was being monitored and some suring up had been done!

The last day into Venice was not a cycling day, but a train day (a number of reasons for this which we won't bore you with). We had opted to stay in Mestre rather than on the island of Venice. Bikes are not allowed and neither would they be easily used in Venice due to the sheer number of people for starters. Our hotel in Mestre gave us easy access to the train station and for only 1.35 Euros you could be in Venice in under 15min.

Our first day we were greeted with a sunny skies so decided to see Venice by boat, rather than on foot. This included seeing the outer islands of Murano, famous for the glass blowers, Burano where the locally made lace is exquisite. If you have never been here it is hard to explain but there are so many boats of every size and description, they can be likened to ants.

The next day we went by foot to explore, we found ourselves lost at least 25 times in the first half hour, it seemed no 2 roads/streets connected – thank goodness for Google maps. Best way to describe Venice is to take the number of people at an Eagles/Dockers derby and multiply that by at least 10 and that is how many are at any one time in St Marcos palazzo alone. We counted 6 cruise boats docked on each day

we were there. Most only stayed a day so there were new ones in place each morning. The rain/mist arrived at about 2pm that day so were made our way back to our hotel for bike packing. We were “peopled out” anyway.

The rainy/misty conditions continued the next day, but Sue and Keith had recommended if time allowed to go up to Padova. By train it is only a 30 min journey. We were really pleased that we had it is a beautiful town with a huge town square filled with very interesting shops and buildings, even a church or 2 (surprise!!). Far enough away from Venice, bikes where again the familiar mode of transport by locals and they boasted a bike sharing system with some very good bikes. The details were in Italian so cannot tell you the cost or finer details.

On leaving Padova that afternoon we encountered 6 rain soaked touring cyclists in the train station. The look on their exhausted faces told us they needed help so we approached them firstly to find out if we could assist them in English. Well we tried....they were from New Zealand and in the translation we gleaned they did not know how to buy a train ticket to Mestre and being cold and wet (and our age) did not help them navigate the ticket machine. We quickly got them sorted with tickets for themselves and their bikes and left them to make their way to the lifts to the platform.

Our last day in Venice beamed sunshine once again. We walked back to the old town of Mestre and took in the local market which had amazing variety from locally catch fish to fresh cut flowers. It was a feast for the eyes, and we wished we could take some of the fresh produce and particularly the cheese back with us.

Our trip to the airport was not uneventful – bike in boxes are a darn nuisance to travel with !@# - say no more. But once checked in we walked to our gate. We soon felt two arms around our waists and a familiar NZ voice say “I am so glad to see you both again”. It was our NZ cyclists from the previous day at the train station. They had managed after we left them to find the platform and travel to Mestre to their hotel with ease. They again thanked us for our assistance. We exchanged emails and have a standing invite to travel across the Tasman and do some touring with their cycle group.

The long flight home was as expected, and jet lag was our companion for a week after arriving home but neither of can dull the many memories we made during the “Slovenian Trip”.

Social Night - 26 September 2019 —Touring in Canada

By Jane Lodge

On June 3 2017, I was one of a group of 18 cyclists who set off from the town of Old Masset in northern Haida Gwaii. It was a wet, windy and cold start to our journey of 8,800km to St John's Newfoundland. Amongst the 18 cyclists were 3 Australian women. Jane L from Perth, Jane T from Brisbane and Jane B from Melbourne. It reminded me of the Monty Python sketch where all Australian men were called Bruce.

Most trans-Canada cyclists start their journey further south in Victoria or Vancouver. The tour organiser, TDA, chose Haida Gwaii as the starting point because of its First Nations culture and its picturesque forests and coastline. The islands are rarely visited and this was a great opportunity to showcase Canada's answer to the Galapagos Islands.

Haida Gwaii is a group of islands sitting 80km off the north west coast of British Columbia. There were estimated to be up to 10,000 Haida people living on the islands prior to the arrival of Europeans. By the 1850s the population had shrunk to 850 souls due to alcohol, disease and violence.

As a result of a mild, wet climate, the islands are home to a multitude of unique flora and fauna. The subspecies of black bear found here is the biggest (size) in North America.

At our safety briefing, it was suggested that all riders arm themselves with an air horn which, we were advised, would usually frighten off a black bear, unless it had cubs. The safety officer then went on to say that air horns were of no use around grizzly bears. If confronted by a grizzly bear we were instructed to "stay very still and try to make yourself look big." There were no further instructions on how to execute this manoeuvre while remaining still. Even more confusing was the advice that it was sometimes very difficult to tell a black bear from a grizzly. Grizzlies come in many hues it seems. The question of what to do if confronted by a black bear with cubs which may or may not be a grizzly was never discussed.

In early times Haida people would travel between islands and the mainland in canoes carved from very large Western Red Cedar trees which still grow on the islands. These trees were also used for building traditional longhouses and impressively large Totem Poles that are visible all over the islands.

Canada is home to many different First Nations people who arrived upwards of 10,000 years before the johnny-come-lately Europeans arrived in the 16th century. The Haida are just one group of

many First Nations people whose traditional lands we travelled through on our 8,800km journey to St. John's Newfoundland.

Fortunately we left Haida Gwaii on a ferry to Prince Rupert and not by traditional canoe. During the 8 hour trip I thought about the country we'd be passing through and how similar the lives of the original occupants of this land must have been to first nations people in Australia, and the Kimberley in particular. OK, so there's not a whole lot of snow in Fitzroy Crossing, but the weather there is extreme in a different way. Disease, alcohol and frontier wars are all familiar motifs.

I know the names of some of the traditional owner groups on the road from Derby to Kununurra, not all of them unfortunately. I thought it would be respectful to do the same for Canada, so I made an effort and constructed a list of the custodians of the lands we were going to cycle through. It's probably not comprehensive, but it's the best Wikipedia and I could come up with at the time:

West coast and Rockies -- Haida, Tsimshian, Gitksan, Wet'suwet'en, Dakelh, Stoney, Aseniwuche Winewak (Rocky Mountain), Tsuu T'ina, Blackfoot, Kelly Lake Metis Settlement Society and Ktunaxa peoples.

Praries -- Tsuu T'ina, Assiniboine, Blackfoot, Ktunaxa, and Métis peoples.

Great Lakes -- Métis, Ojibway/Chippewa, Mississaugas of the New Credit, Cree, Anishinabek, Huron-Wendat, and Haudenosaunee (Iroquois) peoples.

Upper & Lower Canada -- Ojibway/Chippewa, Mississaugas of the New Credit, Cree, Anishinabek, Huron-Wendat, Algonquin, Abenaki / Abénaquis, Malécites, Haudenosaunee (Iroquois), and Haudenosaunee (St Lawrence Iroquois) peoples.

Arcadian Way -- Abenaki / Abénaquis, Malécites, Mi'kmaq, Wabanaki Confederacy, Haudenosaunee (St Lawrence Iroquois), and Beothuk peoples.

Hollywood B Grade Westerns have made some Canadian First Nations names familiar. The cavalry was forever riding over the hill to rescue the fort from attack by the Blackfoot / Chippewa / Cree / Iroquois / Algonquin.

The prairies are not flat. (See picture on last page).

The cities of Toronto, Ottawa, Montreal and, my personal favourite, Quebec City, are all very different in personality and aspect. Quebec City is my all time favourite. We arrived in the middle of its birthday celebrations. Absolutely

everyone had dressed up in 17th/18th century costume and was walking around its quite hilly streets, being 17th/18th century people. Not a bit of English to be heard anywhere. My French being limited, I'm not sure whether they were using an archaic version or not. I like to think they were so into character that they were chatting away in a 17th or 18th century Creole. Quebec City has existed for several hundred years in one form or another and still has that 'villagey' feel. I wanted to stay longer, but the tour would not wait!

White River, home of Winnie the Pooh (yes, really)

Canada is the second largest country in the world and the low population density in many Provinces gives it a familiar feel (to an Australian), but the scenery everywhere is picture postcard gorgeous. The Gaspé Peninsula is extraordinary, as is the Cabot Trail. I loved Anne of Green Gables country and the Rock was as rugged and weather beaten as I had hoped. It's a country of seemingly endless natural beauty and the people are so polite and so nice and so well-mannered that you feel like you're living in a fairy tale world. Then a large black bear walks out in front of your bike or a moose chases you up the road.

Along the way we ate some very Canadian food like Nanaimo bars, Pemmican, Poutine, Sugar Pie, Timbits, Beaver Tails, Butter tarts, Figgy Duff, Bannock, Flapper pie & Prairie Oysters – all washed down with Newfie Screech or 2-4 of Molson Canadian. Great use was made of the hundreds of Tim Horton coffee shops scattered across the country. Tim's coffee was less than perfect, almost as bad as coffee disguised as dirty dishwater that they serve up in the States, but Tim's free wifi was great. You would invariably meet up with someone from the group in any Tim Horton's shop anywhere in Canada. You'd discover them sitting there, sipping on an iced coffee, head down over their phone, emailing home.

Warning: Canada is hilly and contains very large, dangerous wildlife.

At the end of the social night Charlie gave a talk about the cycle tour that Robyn and he did in May this year. The tour was run by Bike Victoria and was called the Great Outback Escape which passed through parts of the Red Centre of Australia. The tour started in Alice Springs, with the route taking them to see such wonderful sights such as Uluru and Kata Tjuta.

Lift out Rides Calendar for November/December 2019

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 for full ride details. The Rides Calendar below is only a brief summary of the ride, for full ride details you will need to check the website.** Departure time is normally 15 minutes after advertised event time.

Discovery Ride

Sunday November 3 @ 8:30am

35km: Leisurely 15-20km/h, Road bike - Flat

Meeting at Fremantle Train Station 8.30am. Well everyone's away so time to get creative. Discovering a little history of old Fremantle Jail. And events surrounding a small whaling ship some 143 years ago. We follow their track (for a little way and as closely as possible) or until we get to a coffee shop, and that will come up a long way sooner than America, for a certainty.

Leader: Chris O 0434 720 620;

Forrestfield Loop

Wednesday November 6 @ 8:00am

50km: Moderate 20-25km/h, Road bike - Some hills

Meet at Burswood western carpark near the toilets at 8am. This ride takes us on bike paths, rural roads and some hills with a well deserved coffee along the way

Leader: Connie 0407 640 012;

Night Ride: Discover the Canning

Thursday November 7 @ 6:00pm

30km: Leisurely 15-20km/h, Road bike - Flat

Meet at the Raffles, Canning Bridge. Must have good working front and rear lights.

Leader: Kleber 9354 7877 or kleberc@bigpond.com;

Something Different

Sunday November 10 @ 8:00am

50km: Moderate 20-25km/h, Road bike - Flat

Meet at Burswood carpark near the toilets at 8am. This ride takes us to Shelley and back over South Perth and Como. Coffee along the way

Leader: Connie 0407 640 012;

Ocean Views

Wednesday November 13 @ 8:00am

45km: Moderate 20-25km/h, Road bike - Some hills

Meet at the Narrows Bridge (toilet block).

Heading into the western suburbs through quiet streets over a few" inclines to enjoy coffee at the beach before heading back to the hustle bustle of the city.

Leader: Rita 9385 2562, 0423 056 595;

Guildford revisited

Sunday November 17 @ 8:30am

48km: Leisurely 15-20km/h, Road bike - Flat

Meet south side of Narrows Bridge. Coffee at Tranby House

Leader: Brian 0438 110 571;

What tree is that?

Wednesday November 20 @ 9:00am

50km: Moderate 20-25km/h, Road bike - Flat

Meet Narrows Bridge (Mill Point Res) at 9 am. Flat Ride around Applecross, Como and South Perth looking for purple flowers on trees. Check with the leader if weather looks inclement.

Leader: Noel 0419 964808;

Night Ride: Lights over the water

Thursday November 21 @ 5:45pm

35km: Leisurely 15-20km/h, Road bike - Flat

Meet at the Narrows Bridge, south side near the toilets.. We'll look at the city lights in a leisurely loop around the foreshores at South Perth, then through Curtin University to Riverton and back along the Canning foreshore to the Dome Cafe at Deepwater Point. After something sweet its back to The Narrows along the (hopefully opened again) Kwinana Freeway bike path. Must have good working front and rear lights.

Leader: Stuart 0409 882 931;

Retiree's run 2019

Sunday November 24 - Friday November 29

434km: Moderate 20-25km/h, Tour, Touring bike

Leader: Liz 0423 207 258; 9293 0398 or elsbethmarshall@gmail.com;

Cider Run

Sunday December 1 @ 8:30am

42km: Moderate 20-25km/h, Road bike - Hilly

Meet at Kenwick Station at 8.30 for a run up to Pickering Brook. There we stop for coffee or a cider.

Leader: Liz 0423 207 258; 9293 0398 or elsbethmarshall@gmail.com;

Tour of the Lakes

Wednesday December 4 @ 8:00am

50km: Moderate 20-25km/h, Road bike - Some hills

Meet at Burswood western carpark near the toilets at 8am. This ride takes us to the western suburbs to discover the lakes along the way. Coffee is enroute.

Leader: Connie 0407 640 012;

Thursday December 5

Please check website for Charlie's night ride

CTA Christmas Lunch, Pinelli Restaurant, Swan Valley

Sunday December 8 @ 11:30am

This year there is a change of venue! These are the details: Venue and date: Pinelli Restaurant, 114 Benara Road, Caversham, Swan Valley (5 km from Guildford Train Station). www.pinelliwines.com.au/swan-valley-restaurant/

Pinelli Wines are offering free wine tasting at around 11:30 am (just around the corner from the Restaurant). The menu is set and is as follows: Antipasto Platters with fresh bread, commencing at 12:15 pm Mains - Choice of: Chicken Maryland braised in white wine served on a bed of pumpkin, caramelised onion and spinach with rosemary jus and crispy prosciutto Oven Barramundi served on a bed of steamed greens with a citrus butter sauce Fillet steak with roasted vegetables and red wine jus Dessert - Mud cake or similar Tea and Coffee Cost: \$50/head RSVP: Can you please reply by 29 November. Also can you please advise if you are a vegetarian, as we may need to adjust the Antipasto Platters to cater more for vegetarians.

social@ctawa.asn.au or phone - 0409 468 797

Ocean Views

Wednesday December 11 @ 8:00am

45km: Moderate 20-25km/h, Road bike - Some hills

Meet at the Narrows Bridge (toilet block) Heading into the western suburbs through quiet streets over a few "incline" to enjoy coffee at the beach before heading back to the hustle bustle of the city.

Leader: Rita 9385 2562, 0423 056 595;

A River Ride

Sunday December 15 @ 8:30am

42km: Leisurely 15-20km/h, Road bike - Some hills

Meet south side of Narrows. Coffee at Zephers.

Leader: Brian 0438 110 571;

Tour of Bridges, Underpasses and Toilets of Perth

Wednesday December 18 @ 8:00am

50km: Moderate 20-25km/h, Road bike - Some hills

Meet at Burswood Park near toilet at 8 am! Don't miss this ride of all the

Leader: Noel 0419 964808;

Alfred's Kitchen

Thursday December 19 @ 5:45pm

45km: Leisurely 15-20km/h, Road bike - Flat

Meet at East Perth Railway Stn (PSP side) at 5.45 pm for a ride out to Guildford for a taste of the best outdoor hamburgers in town! Promise not to lose anybody. Good working front and rear lights a must!

Leader: Noel 0419 964808;

Solstice Early Bird Meander

Sunday December 22 @ 7:00am

50km: Moderate 20-25km/h, Road bike - Flat

Meet at Stirling Square artillery guns north of railway crossing on Meadow Street in Guildford. We'll go through the Swan Valley crossing the river at Maali Bridge then back to Guildford then south of the river to Tonkin Hwy and back to Guildford via Bassendean. Coffee at Bolt Coffee, Hazelmere.

Leader: Randell 0468767405;

Hills of Perth Rejoice

Sunday December 29 @ 8:00am

55km: Moderate 20-25km/h, Road bike - Hilly

This ride should burn off your Xmas indulgence as we will ascend many hills en route to the coast and back. The ride will take you through the bushland of Kings Park and then many "upulations" to visit many scenic views of Perth.

Leader: Ann 0439913906;

No Turkey - No Ham

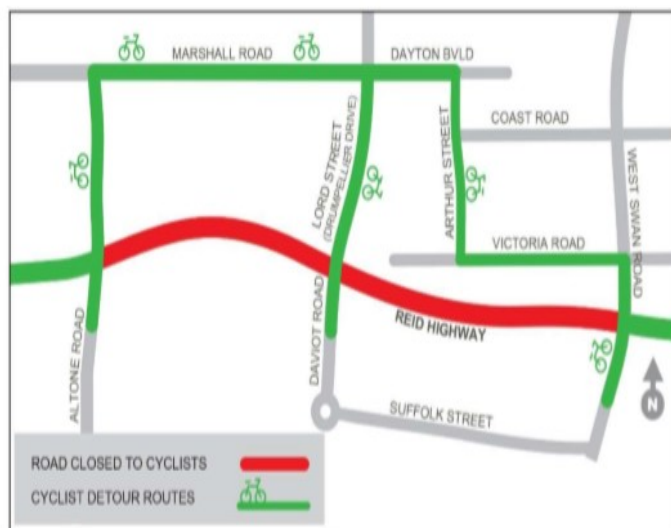
Thursday January 2 @ 5:45pm

35km: Leisurely 15-20km/h, Night ride

Meet at the Narrows Bridge (Toilet Block) A short ride (35kms round trip) to enjoy a casual meal together. Share your New Years resolutions and plans for 2020 with your cycling mates. Good working front and rear lights a must.

Leader: Rita & Cliff 0423 056 595 or 0401 951 919;

Reid Highway Closed to Cyclists between Altone Road and West Swan Road



Reid Highway Dual Carriageway Project, - bike detours will be in place to ensure the safety of cyclists. Signs showing the detour routes will be located at the detour entry points and directional signage will guide cyclists along the detour route. Key changes for cyclists include:

- Reid Highway will be closed to cyclists between Altone Road and West Swan Road from November 2019 to June 2020.
- For the section of Reid Highway between Altone Road and Lord Street, cyclists can detour via Altone Road, Marshall Road and Lord Street.
- For the section of Reid Highway between Lord Street and West Swan Road cyclists can detour via Lord Street, Dayton Boulevard, Arthur Street and Victoria Road.

A new shared path will be constructed along the south side of Reid Highway between Altone Road and West Swan Road to improve cyclists' access to and from the Swan Valley. The new shared path is expected to be open mid-2020.

Phones, GPSs, and Maps in Emergencies.

Stuart gave a talk at the last Social Night on Phones, GPSs, and Maps in Emergencies. This was topical as a friend of Bruce Robinson had the misfortune of breaking his femur four hours out of Warburton on the Great Central Road while riding across Australia.

Its' all good.....

Until it is not!



Photo credit: Peter MacCallum

Stuart pointed out that the '000' emergency number can be called from any mobile phone in Australia from the lock screen and even when out of credit but still within reach of a phone tower. The emergency call will simultaneously send your location as well to emergency services. You will find the emergency call number '000' somewhere on the first screen that lights up - if you pick up

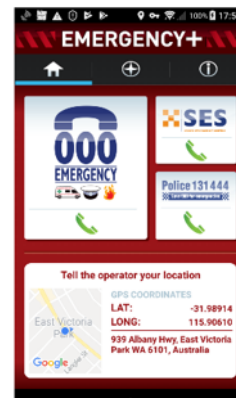
Australian Emergency Calls From Mobiles Now Have Location Information

Ree Johnston | May 2, 2016, 11:15am · Filed to: 000



Of the 8.3 million calls made to Triple Zero (000) for fire, police or ambulance services in 2014 to 2015, 66.9 per cent – 5.6 million – were from mobile phones. Now calls to 000 from mobile phones will contain improved location information, following upgrades to the 000 service.

One finger '000' Ambulance talk-through help Location broadcast



someone's phone and need to use it just push buttons until the screen lights up and look for the '000' number somewhere on it (it may be in small print near the top or bottom of the screen).

The next option is the 'Emergency +' app which can be downloaded for free from <https://emergencyapp.triplezero.gov.au/>. This app allows for 'one touch' automated emergency calls (the app will automatically call emergency services AND send them your location). Other options include quick dialling to emergency services and quick connection to an emergency operator to talk you through first aid if needed. GET THIS APP!

The rest of the talk was about using your phone GPS and maps offline. You can save the maps from websites such as OpenStreetMaps, Strava, RideWithGPS and the Australian Geological Survey before leaving home and then use satellite GPS to get real time positioning even if you cannot contact a mobile phone tower for normal telephone and internet services. This is very useful if you are out in our beautiful outback. Stuart used this a lot in central Australia to find out where he was. He even loaded maps of the routes of explorers like Burke and Wills near Lake Eyre and Carnegie near Laverton to navigate to some of the spots mentioned in their diaries. Great fun.

CYCLING TRIESTE TO VENICE



Cliff at Venice airport with bikes ready to check-in



Share bikes in Padova



"Typical Venice"

The CTA Achievement Ride Series

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 website for details and conditions)

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/activetransport/25460.asp

Former Green Senator Scott Ludham 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.

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.

CTA Clothing Sale!

CTA clothing is available as follows:

CTA jerseys:

- 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)

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. Also the prices are now reduced!**

Please note: our previous supplier (Sprint Design) has now ceased operating. However, we still have a current stock of jerseys.

CTA Socks

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

CTA previous years OYB jerseys

2017 sleeveless windproof cycling vest (Loaves to Fishes tour) sizes XS, M and 5XL.

2015 short sleeve jersey (Golden Heartlands tour) sizes XS, S and L.



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 from on-line suppliers at between \$40 to \$55. CTA is able to offer these mirrors to members at **\$25** (you will need to contact the Clothing Coordinator to arrange a suitable time for pick up)..



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 : Jane, 0419 969763 or email clothing@ctawa.asn.au for any enquiries or orders.

Out and About

The inaugural CTA 3 dams ride was a success. The weather was glorious, the hills steep, what more can we ask for?

Eight riders: Stuart, Ann, Brian, Linda, Stewart, Udeni, Eric and Liz leading from the back, as usual.



Inaugural CTA 3 Dams Ride



Happy Stu

Riding in Canada



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).

Membership 2019

Renewal Adult membership (If paid by 31 Jan)	\$40 \$35)
New Adult membership	\$35
Concession:	
Full-time Students/Pensioners	\$25
Dependents under 18	No charge

New members can join by pressing the Join Us Now! button on

our website <ctawa.asn.au>. Existing members can log into the website using their CTA username or email address to renew their membership. Payment can be made by bank transfer (see the membership page for details) or by cheque to the Cycle Touring Association, PO Box 174, Wembley WA 6913. A receipt of payment will be emailed to you. You can also apply by filling in a CTA Membership Application form and posting it to us.

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 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.