

THE CHAIN LETTER

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

May/June 2020

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PRESIDENT'S REPORT

Happy days are coming again! The CTAWA has re-started our group rides from 29 April. However, in accordance with regulations from the Western Australian government, each riding group is limited to 10 riders, must maintain a distance of at least 1.5 m between riders and anyone with flu-like symptoms should not ride with us. Also, while there are good grounds to expect that limitations will be lifted progressively for longer rides going beyond regional boundaries and social activities for larger groups, a resurgence of Covid 19 is still possible and stricter limits could be reimposed. If we do our bit individually by observing good social distancing we will be helping to shorten the time for which our activities will be restricted.

The coronavirus pandemic has affected the overseas travel and local tours of several club members: Noel returned from his mountain bike adventure in New Zealand to two weeks home isolation. I only managed to get to the start line in Vancouver for my TransAmerica adventure before deciding on discretion over valour and returning home to my own two weeks of home isolation. Udeni fared worst, flying home to face two weeks in a hotel room in Melbourne before returning to another round of isolation at home in Perth. The good news is that no-one has become ill and we all look forward to riding another day.

Apart from coronavirus, we note that sections of shared off-road paths between Bayswater and Muchea along the Tonkin North Link, and on the freeway from Leederville and Glendalough in the north and from Roe Highway to Cockburn in the south have re-opened wider, straighter, faster and safer than ever. Let's get out there and give 'em a try.

Best wishes to all, wave if we pass on the bike paths on our individual rides. Hopefully my next report will include news of the lifting of more restrictions on our rides.

Regards, Stuart

UPCOMING EVENTS

Tours

Put these ones in your calendar for 2021

- * New Zealand Mountain Bike Trails—Monday, 15 February to Friday, 5 March 2021
- * Queensland Rail Trails—Full Pannier Tour—Wednesday, 21 April—Saturday, 8 May 2021

2020 OYB - "Tiny Towns Tour"

Saturday 3 to Sunday 11 October 2020

Bright skies and big horizons await this cycling adventure exploring open landscapes and the tiny country towns dotted throughout Western Australia's eastern Wheatbelt region. Cycling along quieter, sealed rural roads, this loop tour of 550km starting and finishing in Calingiri predominately follows the designated tourist route of the Wheatbelt Way trail.

Participants will have the opportunity to see open farmlands, rocky outcrops, salt lakes and wildflowers, as well as having time to visit museums, collections, historical sites and heritage trails within some of these smaller country towns located in this less travelled area of our State. The tour will overnight in the towns of Wongan Hills, Koorda, Beacon, Mukinbudin (Rest Day), Bencubbin, Wyalkatchem and Goomalling.

For general enquiries, please contact: Trevor Knox (Tour Leader); (H) 9345 1048

(M) 040 202 9608; (E) teeb50@gmail.com

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

Connie ☎ 0407640012
rides@ctawa.asn.au

EDITORS

Randell ☎ 0468 767 405
editor@ctawa.asn.au

WEB SITE

Gus ☎ 0401 176 323
webmaster@ctawa.asn.au

CLOTHING

Liz ☎ 0423207258
clothing@ctawa.asn.au

OYB TOUR LEADER

Trevor ☎ 040 202 9608
oyb@ctawa.asn.au

ACHIEVEMENT RIDES

John ☎ 0400 361 406
achievementrides@ctawa.asn.au

SOCIAL COORDINATOR

Charlie ☎ 0447263706
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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Achievement Ride Successes 2020

50K—16.2.20

John Farrelly
 Sally Grubb
 David Grubb
 Don Ward
 Christine Liddiard
 Brian McAuliffe

Kleber Claux

Stuart Crombie
 Udeni Gunasekera
 Connie Van Den Ende
 Rita Miller
 Cliff Miller
 Richard Marshall

Liz Marshall

Achievement Rides 2020

Rides below will be subject to CTA decisions

100k, Sunday 17 May
 200k, Sunday 9 August
 10000 in 8, Sunday 6 September
 300k Brevet, Saturday 17 October

Check website: "Upcoming Events" for rides after 19 April. Achievement ride descriptions and details are also on the CTA website .

WELCOME TO NEW MEMBERS

Margo Keating
 Randell Clarke

The TransAmerica Ride that wasn't

By Stuart Crombie

Thank you everyone for the fabulous March send off to my TransAmerica ride.

A great night full of camaraderie and hope in the face of the distant clouds of corona virus. Rob Boggs took Robyn and I to the airport for the flight to Vancouver via Hong Kong. All went well that far and thanks to Robb and later Bruce and Sue for looking after Robyn.

A shame that the bicycle trip itself did not even start.

Things went bad quickly soon after leaving Perth. So why did I go? Well, the Smart Traveller declared only a Level 3 travel advice **'Reconsider you need to travel'**. My travel insurance would only cover my cancelled trip if it was abandoned due to a Level 4 advice **'Do not travel'**. Moreover if I did not take the first flight of the multiple flight trip I would lose all the subsequent flights. And while coronavirus was serious in mid-March it was not the catastrophe it developed into a fortnight later. Rescheduling to later in 2019 would have been taking a bet on how the epidemic would develop but would in the best case cut into the timing of the Trans-American trip so was an unattractive option. Now I at least have the option of trying to reschedule the remaining flights for 2021.



My bike box and gear

There were no signs of Covid19 until Hong Kong airport where the lights were on but nobody was home. The terminal shops were all open but the passengers were missing. No problems though, a coffee and a noodle soup and onto the flight to Vancouver on a full aero plane. Two weeks later Cathay Pacific was to fly only 584 passengers on all routes worldwide in a day.

At Vancouver I arrived at Saturday lunchtime and I loved the great Canadian welcome 'Welcome to Canada, enjoy your holiday, if you get sick give us a call and we'll look after you'. That ended at midnight the next day when the Canadian's closed their inward borders to foreign nationals.

A couple of hours later I had found the Hotel Patricia on the edge of Skid Row in Gas Town. I am still shocked by seeing shoulder to shoulder homeless for a kilometre on sidewalks on both sides of Hastings Street from the hotel back to downtown Vancouver. See that and bless our lucky stars for the Welfare State.

The plan now was to spend three days in the Hotel Patricia getting over jetlag, assembling the bike and psyching up to cross into the US at the Peace Crossing 50 kms south of Vancouver. I switched on the TV and tried to keep up with the rapid fire syncopated speech of the english speaking French Canadian presenters.

Things were obviously not right. Multiple TV channels in Canada and the USA were running 24 hour coronavirus specials. California and Washington state were closing businesses, schools and parks almost by the hour. A guy called Cuomo, apparently governor of New York state, was saying that the few Covid19 deaths there were nothing to worry about.

I developed a routine of watching the coronavirus news while getting up in the morning before heading out to find a diner for breakfast (getting harder to find an open one day by day) followed by walking around the tourist spots of Vancouver such as Granville Island and over the harbour to Lonsdale Quay. The Grouse Mountain chairlift and park were closed due to Covid19 risk. I found out that tapping my new paywave finger ring was a lot more convenient than digging out my wallet and credit card. It also started conversations with shopkeepers who had never seen one before.

(Continued on the next page)



Vancouver

No one seemed particularly worried about coronavirus personally although businesses were by now takeaway only and signs were appearing on shop doors 'closed due to coronavirus' or 'please respect us and respect social distancing'. On Tuesday the big Hudson Bay store in central Vancouver closed and on Wednesday Nordstrom closed. I noticed that day by day the number of people in tourist spots and on the street was decreasing. The general vibe was developing that the epidemic was serious and while it was coming for Vancouver all that most people could do was be moderately careful and enjoy the last open-air coffee and walks before the complete shutdown came.

By Tuesday afternoon it was obvious that going to the USA was 'A really bad idea'. The US was shutting down and their medical system was already under strain on the western and eastern seaboard. On Wednesday the US announced that they were going to close the Canadian border.

Time to bail out and head home.

I headed to Burrard St (had to see Burrard St as I have lost so much money on the wild west Vancouver stock exchange in years gone by) only to find that the Flight Centre office had closed due to coronavirus. Thankfully the two agents were just packing up for the duration and helped me find a flight direct to Australia avoiding the chaos of Los Angeles airport. 'It can't cost that much!' I declare before thanking them for their help and leaving to find my own flights online.

Back in the hotel I found cheap flights through Tripmonster online and booked. 'Card refused'. Damn! Try another card, 'no', 'try contacting bank'. No good. Finally go to online reviews of Tripmonster to find they are 1 Star rated, reviews awful, MasterCard and Visa refusing to pay them due to appalling service. OK, good on you bank for refusing payments. Back to Webjet, pay what Flight Centre had offered a day before, and book Vancouver - Brisbane - Perth on Air Canada leaving at 00:08 am Friday morning.

The US border closed at lunchtime Thursday while news channels were reporting panicking hordes fully booking outbound flights as more and more airlines cancelled flights or ceased flying some routes altogether. Hotel Patricia booked me a taxi (almost all taxis in Vancouver are Prius electric hybrids) to Waterfront Station. As always, the taxi was driven by a Sikh who explained that while he felt at risk of Covid 19 he had no choice but to drive enough each day to pay the fixed costs on the taxi. Tipped him 50% for the risk and caught the train out to the airport by tapping my paywave ring on the turnstile.

After a very thorough security check on the bike box and a long wait in the departure lounge it was on to the full Boeing 787 for fourteen hours back to Brisbane. Kudos to the cabin staff who served everyone our meals and booze as normal while not knowing who was going to infect them with coronavirus. The steward for my section treated his english speaking Australians with classic Gallic disdain without actually being unfriendly. Good on yer mate, it added some interest to the long flight.

Back in Brisbane there was no pretence of social distancing or checking for disease except for signing a Statutory Declaration that I would isolate myself at home for fourteen days when back in Perth. Not a shambles but certainly not an endorsement of Australia's ability to organise itself quickly in the face of an epidemic. I can see how the Ruby Princess cruise ship mess happened as each state and federal department tried to shove the cost and complexity of organising disease management onto some other department.

Back in Perth 21 hours after leaving Vancouver. Robyn had stocked the fridge and moved out to let me isolate alone in my one bedroom flat. In the next two weeks I monitored my temperature (regularly cycles one degree Celsius between morning and midnight) and managed to put on nearly three kilograms. My cycling fitness also dropped to the point that I could only just make it the 53 kms around the Fremantle Loop on the first day out of quarantine. Randell nearly finished me off in the second week with a ride to Hillarys.

Now after nearly three weeks of riding the Fremantle Loop every second day I have started to reverse the weight gain and get my cycling legs back under me.

Thank you everyone for your calls and comments during this adventure that wasn't. I'll try again next year. In the meantime welcome back to our other club riders who have or are returning from New Zealand, from Sri Lanka, and other parts far away and will have their own stories to tell.

Continued on next page

Hopefully we can meet up in a few months to swap stories and to plan adventures in 2021.



Cycling and the Law

By David Grubb

Before the start of one of the day rides, (when they were happening, once, a long time ago in a far off land), it was mentioned that it was illegal to ride two abreast on a cycle path. One of the participants queried this, and asked “where is this legislated”? So having a spare moment or two I went searching and this is what I found for Western Australia:

The WA Road Safety Commission website stated riding two abreast on a cycle path or PSP was illegal, but it did not mention where this was enshrined in the legislation, so I went looking at the WA Road Traffic Code 2000, (Updated Jan 2020) and found:-

Part 11, Division 4, r 130 (3):-

“The rider of a power assisted pedal cycle or bicycle shall not ride on a path alongside another rider, unless the rider is overtaking the other rider.” Modified Penalty” 1 PU.

It is also mentioned again in Part 15, Division 1, r 216 :-

(2) “The rider of a bicycle on a path must give way to a pedestrian who is on, or crossing the path.”

(3) “The rider of a bicycle on a path must keep to the left of the path unless it is impracticable to do so.”

(4) “The rider of a bicycle on a path must not ride so that the bicycle is travelling abreast of any other bicycle on the path.”

(5) “Subregulations (3) and (4) do not prevent a rider from overtaking or passing other persons on the path.” (the penalty for the above offences : 1 PU for each)

What all that means is:- it is indeed illegal to ride two abreast on a path. A path is anything that is not a road, or a carriageway, so it includes cycle only paths, PSPs and footpaths.

Note that it is legal to ride no more than two abreast on a road or carriageway, provided you are as near as practicable to the left of the road and no more than 1.5 metres apart. That would now not be in accordance with social distancing best practice!

As was pointed out to me, in many instances the legislation is there more for the apportionment of blame, after the event, rather than enforcement, therefore note that under (2) above a cyclist must give way to a pedestrian “on, or crossing the path”. That means it is the cyclist at fault, if a pedestrian steps onto a path in front of the cyclist – the moral being ride defensively around pedestrians at all times and expect the unexpected.

Seems like the drafting of the legislation is also a bit sloppy, for instance power assisted cycles getting mentioned in one section and not the other. The legislation also appears not to have caught up with other powered “vehicles” using the paths, such as skateboards, scooters, Segways and the like.

Anyway, Happy and Safe cycling and Ride Defensively.

Wet and Greasy Road Alert!

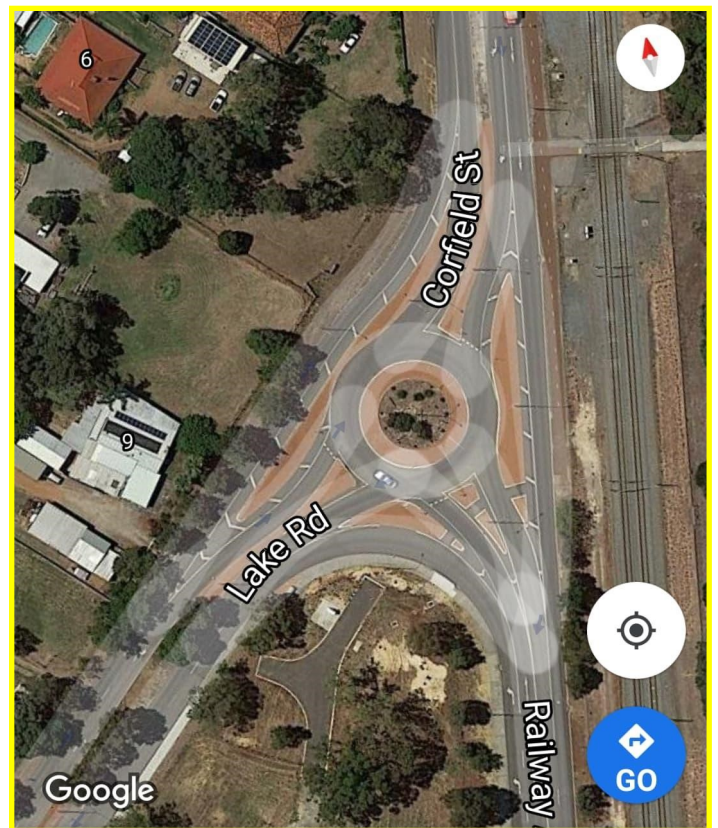
By Steve Napier

The first winter rains have made the roads very slippery in places.

Just ask me. On a recent Saturday I slipped on an oil slick at the Lake Road roundabout in Armadale during a ride on Thursday. Thankfully the bike is OK but I broke my femur and had to have the break surgically pinned. Thankfully, I am recovering but it will be a while before I can ride again.

This is a timely reminder for all riders to remember that the roads will be slippery when wet. The first months of winter will be especially dangerous before much of the oil that has built up over summer has washed off. While oil and grease can be anywhere it is most likely to build up where vehicles change direction (corners, roundabouts) or stop and start (traffic lights) and may be present on newly laid bitumen.

Ride carefully and I look forward to being able to ride with your all in a few months.



Steve's x-ray and location of accident

SPOTTED ON THE CYCLEWAY

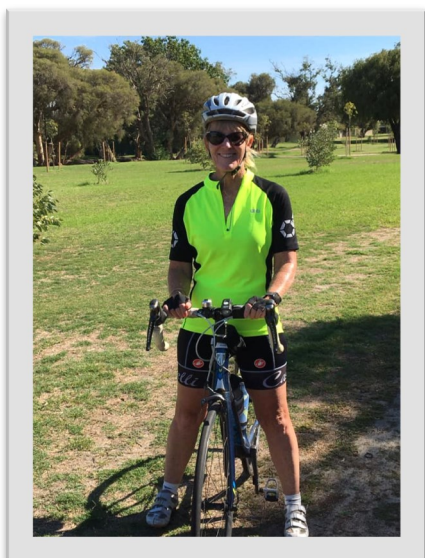
In these Covid19 self-isolating times many of the CTAWA crew are keeping fit and riding around the city. Unfortunately group rides aren't allowed yet but things are looking promising for the future. Here's some photos.



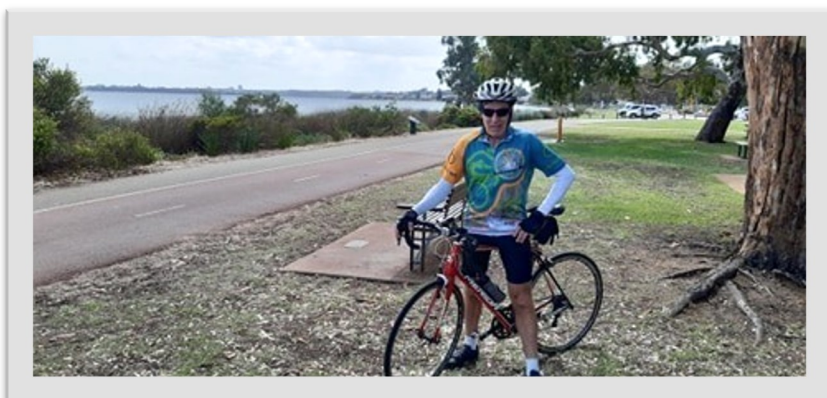
Stu, At the Causeway, heading back towards peak pre-self isolation fitness.



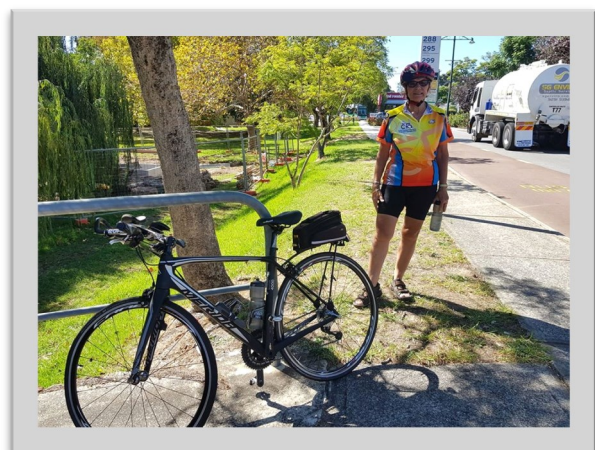
Cliff and Rita. Nothing will stop them cycling except a Canadian winter , at South Beach.



Alwynn, looking very cycling visible



Steve, on the cycleway at Applecross (before his recent accident. See page 6)

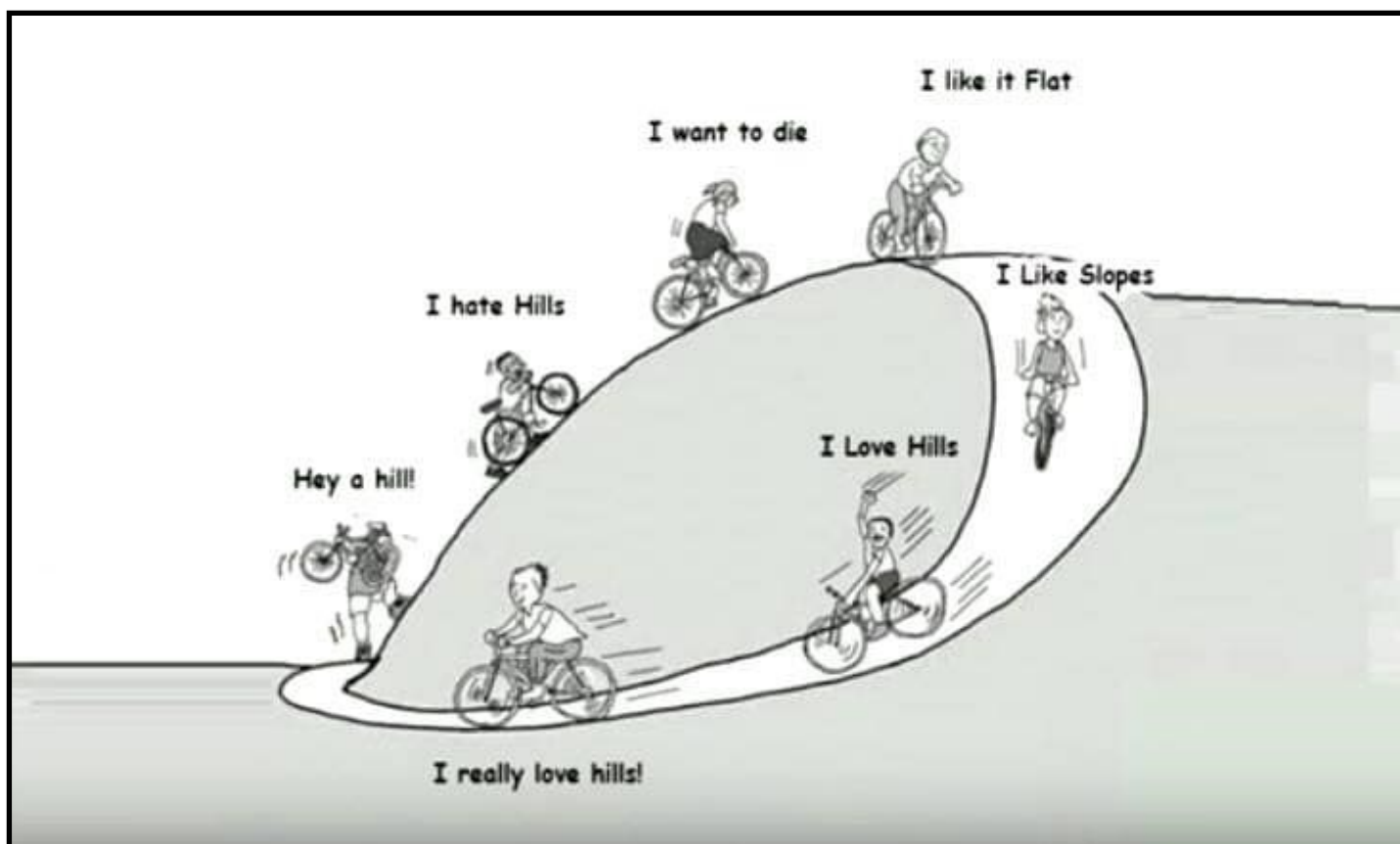


Liz, after cycling up Kalamunda Rd



Linda, the super fit lady who caught up to Liz.

THE PS-CYCLE-OGY OF HILLS



VLOGS AND BLOGS

1. CTAWA member Sue and husband John travel around Japan sampling their famous politeness, hospitality and food. Here is the link <https://sueuonholidays2019.travel.blog/>
2. The Beard Brothers cycling video along the south coast of England. They wild camp every night and have a few laughs along the way. Here is the link https://www.youtube.com/watch?v=2wQ6skTIHxw&list=LL_62zsvcEwp8kTR3HSjaBYg&index=6
3. CTAWA President Stu travels with Bruce through the Pilbara in 2018. Here is the link http://www.stragglingsu.com/?page_id=1307
4. Last year Ted Hennicke cycled from Canberra to Northern Queensland and back and he's produced some videos of his journey. Here is the link <https://www.youtube.com/watch?v=Zg7gfnISmeo&list=PLexGGOl1qgpCwaYBHjdo8NsYgSsQATJG>

Above is a few vlogs and blogs (journals) that fellow cycle travellers have put together about their journeys. If you can't be out there on the open road yourself, the next best thing is following other cycle tourers I reckon. If you find any other journeys on the internet that you enjoy, please let me know.

Regards

The editor

CHANGES: Ride List Now on the Website Only

COVID-19 ALERT! - CLUB RIDES ARE LIMITED TO A GROUP OF 10 PEOPLE ONLY—SOCIAL AND HEALTH RESTRICTIONS MUST BE ADHERED TO.

PLEASE NOTE THIS COULD BE CHANGED DEPENDING ON ANY NEW ADVICE FROM THE GOVERNMENT ([please click here for up to date info](#))

At the recent AGM it was decided there was no longer a need to have the rides listed in the newsletter. Members can easily refer to the website for the latest information and details on upcoming rides.

Angus (Gus), our magnificent website coordinator, suggested that he would provide links on the website to show two months of planned rides on the CTA Events list to put the distance and other attributes on the list page to avoid people having to drill down to other folders. Here is the link from Gus to access this information. <http://ctawa.asn.au/events/list>

Ride Guidelines and Information

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

For any other general information refer to: <http://ctawa.asn.au/ride/general-information>

LIABILITY DISCLAIMER:

The Cycle Touring Association of WA (CTA), its officers and ride leaders, may not be liable for loss or damage whilst taking part in any CTA activity. It is important to note, that 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.

Riders must wear an approved safety helmet and obey all road rules (eg not use a mobile phone while riding). If a rider leaves a ride, they must make sure that the rider is informed of this.

Do you have a redundant bike still in good condition, that you no longer ride or need?

GIVIT (givit.org.au) is an online charity where people can go to donate to people in need. Currently on the GIVIT website there are a number of charities asking for donated bikes for their vulnerable clients (adults and children's size bikes).

If you have a used bike in good condition, that you no longer need, they are asking if you would be willing to donate to DIVIT.

Donating your old bikes might help a child get to school and a job seeker get to an interview. For vulnerable WA people bikes are an essential means of transport and would be so appreciated.

If you need further information on how GIVIT works you can check out their website or contact: Sarah Visser, Engagement Officer – WA, Sarah.Visser@givit.org.au (0480 223 840)

Mountain Biking in the New Zealand, South Island pre COVID-19

by Noel Eddington



New Zealand has embraced mountain biking, with many well-established trails which attract solid numbers of riders locally and from overseas (until COVID-19). I rode a number of them while over there before the country went into lockdown.

I started on the Queen Charlotte Track which many of you would know as a walking track. This has been designated dual purpose for the majority of its length all year round. Just the outer section is restricted until after 1st of March. I rode from Anakiwa although water taxis are available to drop you at one point and your luggage at another. This was a stunning ride with amazing views over the Queen Charlotte Sound. Most of the track was rideable with the occasional foot being dabbed on the ground as precaution. The gradients quite manageable. Although I only rode the first 12km of the track to overlook Onahau Bay.

I thought I was riding pretty well until a guy passed me on a single speed mountain bike with no suspension! I later learnt he worked for a bike shop in Blenheim and is a bit of a legend in this part of the country.

The longest ride in a single day was from St Arnaud to Hanmer Springs 96.6 km, on the Rainbow Rd, passing the Rainbow Ski Area. This direct route appealed to me as the road around was 235 km which Connie drove. My route followed two river valleys, the Wairau & Clarence Rivers. With one major pass 'Island Saddle' at 1347m. The first 20 km was through a lovely forested track, which opened up as I passed the Rainbow Station toll and into the range lands that now mainly run cattle. Apart from some motor-bikes and a couple riding the other way on bicycles the only other people I saw in this first half was a group of retired farmers doing a tractor run pulling their gipsy type vans. The pass itself was 2.5 km, 204m gain, at an average of 9.6%. Thank goodness Connie was carrying my camping gear. The final pass 'Jacks Pass' was a bit of a non-event from the direction I rode same distance 2.5 km 70m gain, at an average of 3.2%. But the downhill run was something completely different. Dropping 470m in 5.4 km averaging 8.5%, maximum 16.8%! In my fatigued state, I was pleased the bike handled (and braked) as well as it does.

The next day relaxing in the thermal hot springs was a great way to recover.

In Christchurch I rode with Sarah Coutts (a CTA member) to Diamond Harbour. We did this with full camping gear on the bikes as a practice run for Walter Peak. We set off up Dyers Pass Rd to the Sign of the Kiwi for a well-deserved coffee. From there we followed the Summit, Gebbies Pass Road till we got back to sea level. I was able to take a ferry and then put the bike on the front of a bus back to where I was staying.

The following week Sarah and I set off on the ride I had been planning to do since my previous cycle tour in New Zealand in 2013. Walter Peak to Te Anau via Mavora Lake. This road is fairly remote as we had to take the TSS Earnslaw from Queenstown to the other side of Lake Wakatipu to the start point. To drive to Walter Peak is over 370 km. Our ride was 118 km from Walter Peak to Te Anau via Mount Nicholas Station & Mavora Lake (South) where we spent the night after going over the saddle of 736m. I had mapped a more direct route but this proved too adventurous because we encountered a pair of bulls!

The day first was warm and by the time we had crested the saddle the sweat was pouring off me. The views into the valley were spectacular cattle and sheep were our only company. It's a big landscape! After 55 km we reached our overnight stop by the shores of Mavora Lake. The moss covered fallen logs, tree ferns and lush vegetation were a such a different environment for me. To see the endangered Southern Wren, who hopped into my tent while I was having breakfast, was pretty cool. What I didn't like was being feasted on by sandflies through my socks.

On our 'rest day' I walked the Kepler Track almost to the first hut. But that is another story. By 5 pm we were on a shuttle bus back to Queenstown. On the drive back to Christchurch Sarah dropped me off at Twizel to ride the Alps2Ocean trail (A2O), I said goodbye to Sarah and started out on another adventure.

Continued on next page



I set off later than I would have like at around 2 pm for Omarama 80 km away. The evenings were still long in the third week in February. The first 38 km was almost dead flat along the canals that join the hydro-electric lakes together. There was just the small matter of a 900m saddle to get over and then it was all downhill. I crawled into a free camping ground 5 km short of Omarama close to 7pm. After putting my tent up a couple of retired ladies took pity on me and invited me into their camper van for a cup of tea. This led into a game of Crib. After one game, I was ready for bed.

The following day after coffee in Omarama, I set off with the skies threatening rain. The A20 took me around lake Benmore. I had a lazy lunch looking at power boats on the lake, which was 20 minutes longer than it should have been. Why? Because 7 km from my overnight stop in Kurow the heavens opened and the temperature plummeted to 8.7C. By the time I had got my wet weather gear on I was soaked. I didn't know whether I should ride fast to try and generate heat or slow to stop the water spraying onto my feet. By the time I arrived at the caravan park I could hardly speak, thankfully they did not require a signature! After a lovely warm shower, the lady from the office offered to put my wet shoes in front of the chip heater. I must get on trip adviser after this and write a glowing review.

From Kurow to the finish at Oamaru was a pleasant 80 km in dry shoes. Past Elephant Rocks, which I had seen on a previous trip. Through a railway tunnel which I was grateful for my tiny backup camping light as my bike light only wanted to work on strobe setting. Riding through the historic precinct of Oamaru gave me a real sense of achievement. I had a drink at Scotts brewery with my sister-in-law, before spending a few days preparing for the Otago Rail trail.

My brother-in-law had to travel to Dunedin for work, so it was decided I would travel part of the way with him and then ride to the Start/End of Rail Trail. I would ride from Waikouaiti to Middlemarch on Ramrock road. Well I used to say the hardest 65 km of my life was from Kakadu Caravan Park to Jim Jim Falls. I now have a new hardest ever ride. The profile of Ramrock Rd resembled the teeth on the edge of a chainring, if you get the picture. I camped in the lee of the camp kitchen to shelter from the wind.

In the morning the wind had dropped, but by the time I had coffee and got 5 k down the trail I realized I was in for 60 km of head wind up a 1-2% gradient. I had a second hard day in the saddle and was asking people in the Pub which way they were heading and if they could take me and my bike to the other End/Start of the track. It now made sense why everyone was going the other way on the trail. My overnight was at Ranfurly.

The following day made all the hard work worthwhile. After 18 km I reached the highest point on the trail. Also, around the same point the trail turned so the howling N/Wester became a cross wind and for the last 20 km a tail wind. The other change was the scenery. The trail traversed several gorges with grand steel and stone bridges. Then I rode through two tunnels which had brick lined archways that continued 20 or 30 metres into the tunnels. Thankfully, I had recharged my headlight as one was curved making it completely black inside. The caravan Park was a welcome sight after another 85 km day.

To complete the Otago Rail Trail, I packed my bags and instead of loading them onto the bike, I hid them in a cupboard in the camp kitchen. So, the ride to Clyde on the Rail Trail and back along the Clutha River was unloaded. What joy! Mid afternoon I set off again retracing the rail trail as far as Omakau.

The next day after coffee at the same café as I had stopped at 2 days earlier, I meet a couple on the trail who I rode with for most of the day. It was nice to have some company for a change. But my course took me off the rail trail, taking me over Danseys Pass to connect back onto the A20. With an overnight stop at Naseby. The sleepy little town of Naseby is quite a surprise with a hub of trails close to town.

I had heard that the Dansey Hotel had lost its power, so before heading off I went to the general store to buy lunch. Well all I could find was a Snickers bar and a packet of snakes. This would have to do as an emergency supply! The climb out on bitumen was short and sharp, before returning to my usual surface of gravel. I stopped at a cemetery and read a story of two brothers who were caught in a storm in the early days of settling in the area. You can read the full story by following this link. <https://tikitouringnz.blogspot.com/2015/08/kyeburn-diggings-danseys-pass.html>

(Continued on next page)

Well sure enough the power was still off when I stopped at the Hotel. I didn't think to ask if they could make up a sandwich. The manager was out the front, as were two power workers focused on getting the power restored, so I rode on. The pass at 935m was no worse than any of the other saddles I had traversed. What was worse was my lack of food. With less than 3 km to Duntroon, I apparently back tracked for 300m before blacking out and falling off, according to the Garmin recorded track. I had become hypoglycemic. When I 'came to' I was standing over my bike, I know I had hit my head (on the ground) and the Garmin was showing a 'blue line' in both directions (I had been over the track already). I zoomed out until I could see Duntroon. To my astonishment it was behind me. I turned the bike around, and kept an eye on whether I was going toward or away from Duntroon. When I arrived at the Pub, I ordered a meal and a drink. It was close to 3:30 pm. A lady who over heard my story, went out to her van and got some antiseptic, painkillers and anti-inflammatories. I could not thank her enough.

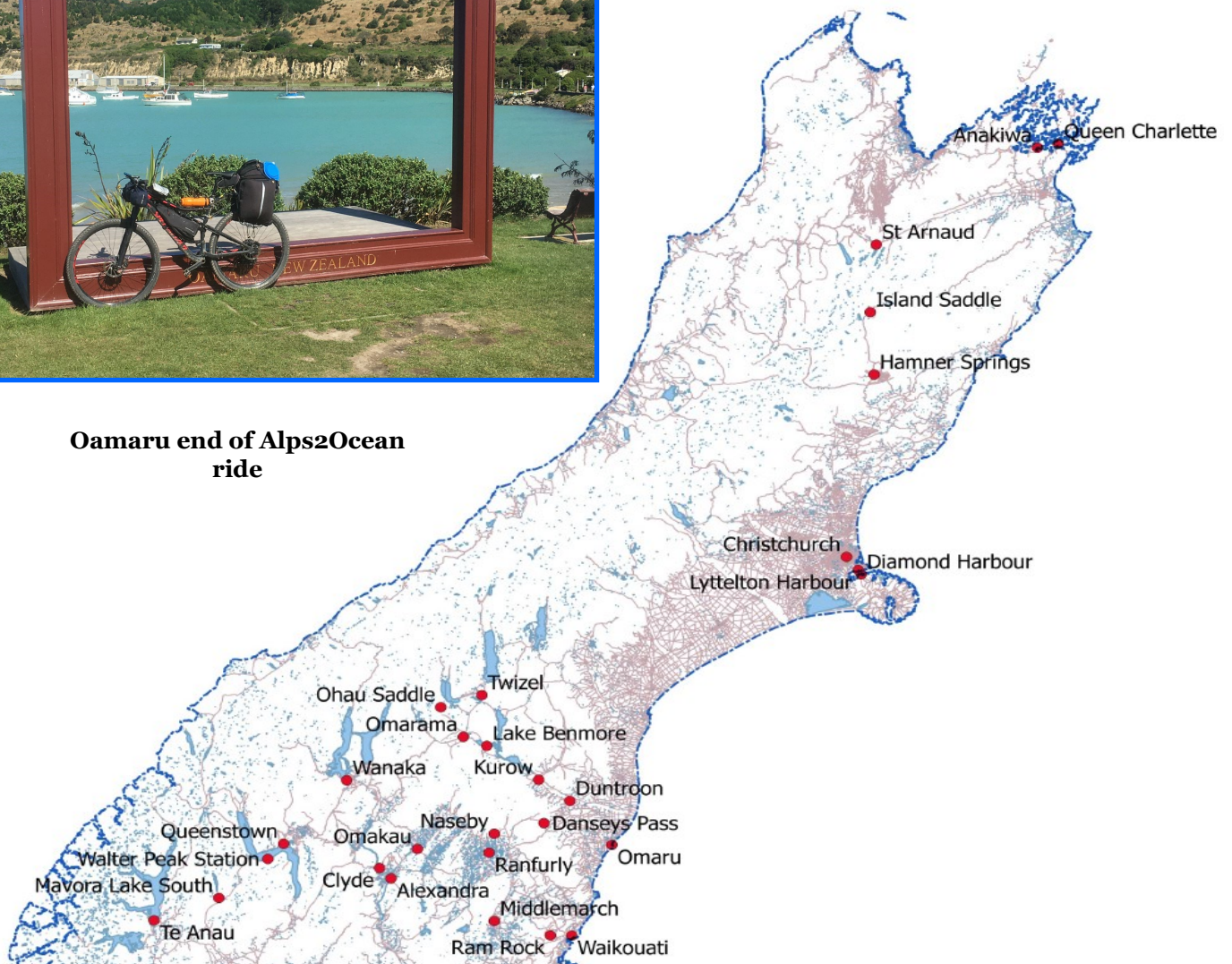
I set my tent up in the Domain for the last time, it had been falling apart at the seams around the pole. In the morning my sister-in-law came and picked me up. I had planned to ride the last 65 km back to their house but, I did not argue that this was a good idea.

There were day rides in Queenstown; Wanaka and Christchurch besides the detailed accounts above. But in comparison to the touring adventures they were just that, a day out on the bike. There was another grand adventure on the Moonlight track in Queenstown but you can ask me about that when you see me next, whenever that is in these times of COVID-19 and social distancing I don't know.

Stay safe, Noel



Oamaru end of Alps2Ocean ride



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.

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):

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!**



CTA Socks

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

CTA previous years OYB jerseys

2015 short sleeve jersey (Golden Heartlands tour) sizes XS, S and L. Price \$30.

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 : Liz, 0423207258 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.

To Add to Your Calendar for 2021!

2021 – New Zealand Mountain Bike Trails

Monday, 15 February - Friday, 5 March 2021

Distance: ~200km: Leisurely 15-20km/h, Mountain bike - Hilly

There are established trails at Queen Charlotte; Molesworth/Muster Trail; Rainbow Trail from Hanmer Springs; Golden Downs Trail; The Old Ghost Trail; Alps to Ocean (A2O); Central Otago Rail Trail & Clutha Rail Trail; Wanaka Trails + of course Queenstown MTB Trails. Most trails are Easy/ Intermediate with sections Advanced with parts of the Old Ghost Trail rated Expert. Limited numbers.

Details to be confirmed – Leader/Contact—Noel, check out information on the website: <http://ctawa.asn.au/event/2021-new-zealand-mountain-bike-trails>

2021—Queensland Rail Trails—Full Pannier Tour

Wednesday, 21 April—Saturday, 8 May 2021

Approx distance 800 km

This will be a self-supported pannier tour of flatter parts of the south-east Queensland, starting and finishing in Brisbane. Gradients are mostly gentle, except for the short climbs to the Bunya Mountains and Blackall Ranges. Roads are a mix of rail trails, rural back roads and country highways.

For more information, contact Stuart or check out the website: <http://ctawa.asn.au/event/2021-qld-rail-trails-full-pannier-tour>

Ride Leaders Needed!

Do you have a favourite ride that you regularly do or have an idea about a tour? If so, the Ride Coordinator would love you to hear from you. You could even go out on a recci by yourself for a suggested ride in future!

Check out the website to give you some tips and information on leading a ride.

http://www.ctawa.asn.au/ctawa_files/rides/CTA%20How%20to%20be%20a%20Ride%20Leader.pdf

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

2020

Renewal Adult membership	\$40
(If paid by 31 Jan	\$35)
New Adult membership	\$35
Concession:	
Full-time Students/Pensioners	\$25
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 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.