

THE CHAIN LETTER

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

July/August 2020

Issue 273/ ISSN:2206-9585

PRESIDENT'S REPORT

Hello friends,

Covid 19 restrictions affecting cycling within WA are almost gone!. We can now ride in our usual huge pelotons and have coffee sitting down as long as we maintain social distancing.

As restrictions come down, the week long 'On Your Bike Tiny Towns Tour' in October is looking more certain. Provisional registrations for the OYB are filling fast so get your entries in. Remember also that the Retiree's Spoke Tour around Busselton is happening at the end of November. Check the 'Touring' section of our website (<http://ctawa.asn.au/events/category/ride-type/tour/list>).

Smaller informal groups and single club riders are looking forward to adventures within WA (Gibb River Road) while others more optimistic of further relaxation of travel restrictions are checking options for riding interstate (Perth to Sydney) and overseas (Europe, Japan, NZ and USA). Good riding to all. The beautiful weather in late June drew thirty four riders out to Kleber's 'A Jolly Jaunt to Joondalup' which

must be a near record. Bad luck to Austen who suffered a torn tyre and had to walk back to the railway station when we found that he was riding on a tyre size not seen since the butcher's boy delivered meat to your door. Way to start riding with a 'bang'! Exploding tyres notwithstanding, these CTAWA half day Wednesday and Sunday rides are a great way to get some fitness and learn how to ride in groups all while having a fun time with like-minded people. It is a good idea to check the events list on the CTAWA.asn.au website before setting out to make sure that the ride will go ahead, especially if the weather looks poorly. Finally, it seems that every month a new section of shared bicycle path opens up or construction crews start work on missing links. How about getting the treadly out and doing a bit of exploring on your own? I might see you out there.

Regards, Stuart



UPCOMING EVENTS

Social Night. As the state relaxes the COVID-19 lock down there's an opportunity to do a tour of the USA without leaving Perth. Doug Allen will be doing a Virtual Tour of the USA at our next Social Night to be held on Thursday 23rd July at 7:00 pm at The Rise, 28 Eighth Ave (near the corner of Guildford Road), Maylands. Details of the event are [here](#). Please remember to bring your own cup or mug. *Charlie, Social Co-Ordinator*

Tours. Put these ones in your calendar.

- * Retiree's Spoke Tour Busselton—Monday, 30 November to Friday, 4 December 2020 (See Page 13 for details)
- * New Zealand Mountain Bike Trails—Monday, 15 February to Friday, 5 March 2021 (See Page 15 for details)
- * Queensland Rail Trails, Full Pannier Tour—Wednesday, 10 March—Sunday, 28 March 2021 (See Page 15 for details)

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

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DEADLINES: Contributions for the next issue (July, August) should be sent to the Editor (editor@ctawa.asn.au) no later than **25 August 2020**.

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.

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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

100K—17.5.20

Christine Liddiard
 Liz Marshall
 Randell Holland
 Don Ward
 Bruce Robinson

John Farrelly
 Stuart Crombie
 Richard Marshall
 John McMahon
 Greg Atter
 David Lewis

Eric Tock
 Linda Tompkins
 Kleber Claux
 Noel Eddington
 Sue Urbaniak

Achievement Rides 2020

5000 in 4 , Saturday 11 July
 Century Challenge (160km) Sunday 2 August
 10000 in 8, Sunday 30 August
 200km Challenge, Sunday 13 September

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

WELCOME TO NEW MEMBERS

Sean Bryce
 Robyn Barton

Paul Platt
 Arthur Bishop

RIDE REPORT

Cycling in South Korea

6th September to 26th October 2019

by Jeremy Knowles



Uljin Sweet Fish Cycle Bridge



Yes, Jeju Island is windy!



Seomjin River Cycle Road

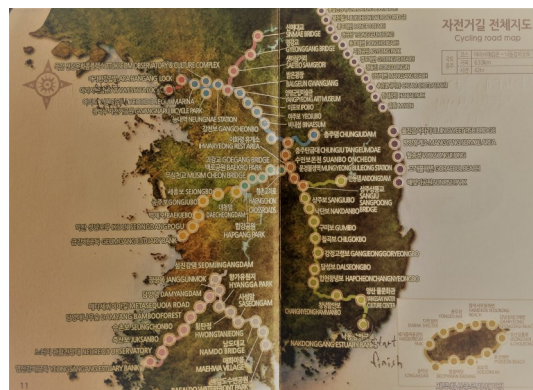
Some years ago we cycled in Japan for several months and met many people who told us that South Korea was really the place to be. Admittedly most of them were Koreans. We were assured that the weather was better, the cycling facilities far superior, the scenery more stunning, the food more tasty, the accommodation cheaper and more available and the people more open and welcoming. So we had to go and see for ourselves if all that was true.

ROUTE DETAILS Busan to Busan - 1,904km & 11,061 metres ascent, via East Coast north to Sokcho; west to Seoul; south to Daegu City, Jinju and Suncheon; west to Mokpo; ferry to Jeju Island and finally ferry back to Busan.

WEATHER Research showed that September /October was the best time to go. The typhoons would have finished and the temperature would still be warm. Well yes, the temperature was perfect but by the time we had finished we had encountered three typhoons. The first gave us a free night in Singapore when our flight was rescheduled, the second saw us making a mad two day dash to Seoul (including 130km by bus over the mountains and through 14 tunnels) so we could get there before it arrived and the third (Typhoon Mitag) kept us in a hotel room in Daegu City for 4 days while it poured down with rain and the wind screamed like a banshee. Apart from that the weather was great.

FOOD It was good to leave Korea and get to Taiwan and have a meal without Kimchi or that you didn't have to cook yourself on a hotplate.

CYCLING FACILITIES Two things made an immediate impression when we arrived: the proliferation of cycle paths and cycle roads, and the number of local cyclists using them. From Busan's Gimhae Airport to our first destination Haeundae Beach (number 3 on Sth Korea's list of top 9 attractions) was 37kms through a city of 3.5million people. Most of it was done on cycle ways.



The Cycle Roads

The most impressive infrastructure was Korea's Cross Country Cycling Roads. Apart from the East Coast Bicycle Path starting from Busan to the Nth Korea border, all the paths go along river valleys and are almost entirely stand-alone paths separate from roads. They were mostly built by K Water (Korea's Water Department) when flood prevention works were carried out on Korea's rivers. Apart from the southern section of the East Coast Bicycle Path which is still under construction you could cycle up and down and across Sth Korea almost entirely on traffic free, paved cycle paths which are locally referred to as Cycle Roads.

The paths are well maintained and well signposted. The only downside to the proliferation of these cycle paths is that unless you get off them from time to time and plan your own routes, you miss out on the small roads that go through the country towns and farming areas, which give a different insight into the country, its people and how they live.

Although we often booked accommodation in advance, just because it was easy to do on-line and we could just cycle straight to where we were staying, it was also relatively easy to find motels or hotels along the way. They were generally well priced and, even with no common language, it was easy to book in and get settled. If you are on one of the bike routes it seems they are used to cyclists turning up without bookings. Particularly along the Han and Nakdong rivers there were motels that advertised themselves as "Bicycle Motels" which had secure parking and were right on the path. Camping would be an option, but we didn't take a tent and made the choice to stay in towns rather than camping in the

Continued on Page 4

countryside so that we could wander around in the evenings, eat at restaurants or night markets and see the sites.

Before starting out from Busan I bought a Cycling Passport which showed all the Cycle Roads and location of red telephone booths that contained maps and stamps where you could stamp your passport. If you collected all the stamps on any particular route you could get a silver star and if you did the whole cross country road you got a gold star and a medal. It was great fun finding the booths, accumulating the stamps in the passport and at the end of it all getting the medal and certificate.

OUR JOURNEY We flew into Busan in the south and after a few days getting acclimatised and looking around the city we set off up the east coast to the Unesco World Heritage site of Bulguk-sa Temple and to Gyeongju (no 4 on Sth Korea's list of 9 top attractions) the site of the ancient capital and for 1000 years from the 7th century the residence of the rulers of the Korean peninsula. Nearly 600km later after cycling along the narrow coastal strip, with mountains to our left and the East Sea to our right, we arrived in Sokcho and spent a couple of days there visiting the Seoraksan National Park (no 1 on Sth Korea's list of 9 top attractions). The road passed through many small fishing villages with countless seafood restaurants displaying their specialties out front. The most prized dish was giant crab.

Once we arrived at Sokcho we realised that every cyclable road out of town heading west was up and over the mountains. We took a bus for 130km, through 14 tunnels, some up to 20km long, to Chuncheon the head of a river flowing west all the way to Seoul. It was also the start of another cycle road (the Bukhan river path). It was 124km down river to Seoul where we arrived the day before the typhoon was due. We spent an enjoyable 3 days in Seoul, visiting the sites and checking out the Gangnam style. (Gangnam is a trendy, expensive suburb on the other side of the river from Seoul CBD).



Bike Cafe on Bukhang River path

From Seoul we headed south up the Han river and over a smallish pass (694m gain) then down the Nakdong river. Half-way along the Nakdong Typhoon Mitag caught up with us. Knowing it was on its way we booked a hotel in Daegu City for 4 days and sat it out. When we left the river was still in flood and in many areas the cycle path was under water but detours were clearly signed. At one point a friendly local picked us up at one of the telephone booths where there was some confusion as to where we should be going. About his only words in English were "path closed, come in truck" and he indicated on the map where the trail would start again which was just at his Bike Motel, which we were heading for anyway. So in we got, bikes on the back and through the flooded roads we went.

Before we got to the end of the Nakdong river we went slightly west to the city of Suncheon so we could change river valleys and then head north up the Seomjin river and finally south west along the Yeongsan river to Mokpo. Each of those rivers had its cycle road. The scenery and sites were very varied. We passed through a spa town with hot springs, passed the massive Kumho Tyre Factory in the middle of the countryside, did side trips to temple complexes, wetlands and ancient walled villages, came across a lantern festival and breathed in phytoncides at the Juknokwon bamboo forest because we were promised "your stress will be relieved, and your intestinal and cardiovascular functions enhanced" and it would "relax your muscles, soothe your mind and increase your happiness, as well as improve your brain function".



Not yet a UNESCO site.

blue line on the roads/paths guiding you all the way around the island. Being an island it was very windy; but at least for half of the way we had a lovely tail wind

We had left our bike boxes at the airport hotel in Busan where we stayed on our arrival, so it was a simple matter to box up the bikes and take the free hotel shuttle to the airport and set off to Taiwan for the second part of our east Asian adventure.

SNAP SEND SOLVE MOBILE APP.

By Steve Napier

Snap Send Solve

In The Beginning

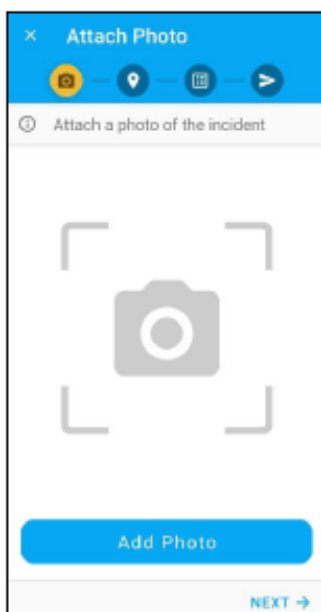
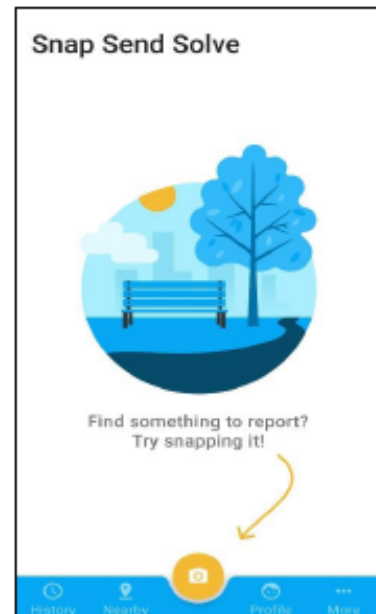
This mobile phone application has been popular for a while now and it is very useful for alerting councils and other organisations to hazards on public roads, paths and any other public facilities in need of attention and repair.

In your phone search engine (google for most) type in snap send solve and making sure you chose the web link of the same name or Google Play or Apple Stores download and Install the app.

The app is quite intuitive but here's a step by step which might help.

When Installed a link should be added to one of your mobile screens and when run the opening screen should look like this. >>>

Tapping on the camera button as shown opens the Attach Photo screen - V



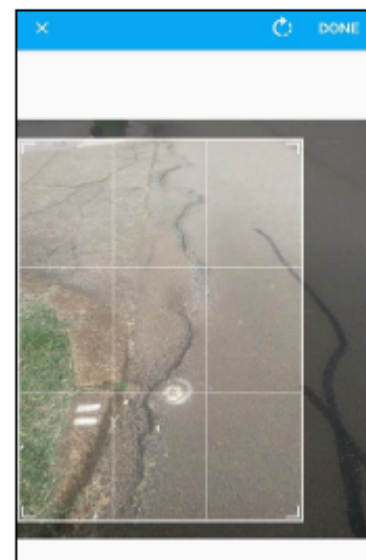
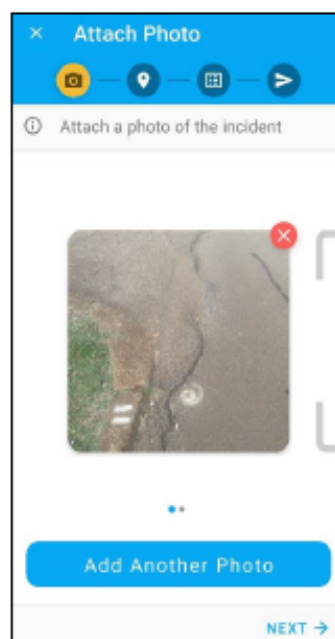
>>>

The image shown after that taken on the phone camera appears of lesser area then those taken or cropped however it reverts to the full size in the final Send screen.

Tap Add Photo to choose between taking a photo of the issue where you are now (Capture Photo) or using one you've taken earlier (Select Photo).

From Capture Photo you may be asked to choose a Camera type and after snapping that or subsequent pics you need to tap the tick ✓ to store your image.

You're then offered a screen like this >> The Grid pattern allows some cropping of the image by dragging the frame edges before finalising each image. Click Done when each image is complete.



At The Scene

Continued on Page 6

Tapping Next takes you to the Set Location Screen which will indicate with the Red balloon. If you are at the scene of the issue just tap Next while if you are doing this later use the map to scroll under the balloon (zooming in or out as needed) to the area of concern.

When you are happy with the location tap Next.

A

The Next option will only turn blue when you have selected something from the choices available.

Getting Results

<<

Tapping the arrow at select Incident Type brings up the choice of common issues and sub-lists of them.

You can add any notes of your own in the *any further comments?* box.

The final Add Details screen

V

<< The final screen is Send where the City, Council or Town name should Display.

You have to add your name and email to be able to Send and (hopefully) Solve your issue. There is an option of adding Phone, Address, Suburb and Postcode.

Some of the issues we may have regarding cycling hazards will be the responsibility of Main Roads so a note in the previous Further Comments box to this end may help the council staffer processing your request.

You can return to previous screens without losing info already inserted.

If you are riding in a group and see something of concern which you think should be reported, make sure the leader is aware and if you're the leader, make your intentions clear before screeching to a halt. I'd hate your next report to be of an accident !

Happy Riding.

Steve Napier

OUT AND ABOUT

In these Covid19 self-isolating times many of the CTAWA crew are keeping fit and riding around the city. Social group rides (with some conditions) have now resumed. Here's some photos.



Rosalee and Brian out for a ride.



Taking shelter from the rain at the start of the Heritage Trail in Bellevue.



Cliff and Arie in at the Mundaring Sculpture Park.



Connie leading a ride into the hills. Starting from the Midland Train Station.



Robyn and Charlie checking out the new Tonkin Hwy Cycleway.



An unplanned rendezvous at a coffee caravan in South Perth.

A SIMPLE MISUNDERSTANDING



VLOGS AND BLOGS

1. CTAWA members David and Sally cycle from Nice, France to Amsterdam seeing the sights and travelling in style. Here is the link
https://www.crazyguyonabike.com/doc/?o=1mr&doc_id=20827&v=61#543491
2. Hera from the Netherlands in her movie 'Pedal' spends her life cycle touring. Here is the link
<https://vimeo.com/237284378>
3. Gregory Garceau goes cycling around Devil's Tower USA. I always get a few chuckles from his off-beat journals. Here is the link
https://www.crazyguyonabike.com/doc/?o=1mr&doc_id=19821&v=6R
4. A Perth father and daughter cycle the Pamir Hwy in Tajikistan fighting heat, sickness, headwinds and altitude. Here is the link
<https://www.youtube.com/watch?v=eCxf56VEbc&list=LL&index=8&t=os>

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

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 GIVIT.

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)

CTAWA 100km Achievement Ride 17 May 2020 Armadale WA

By Randell Holland



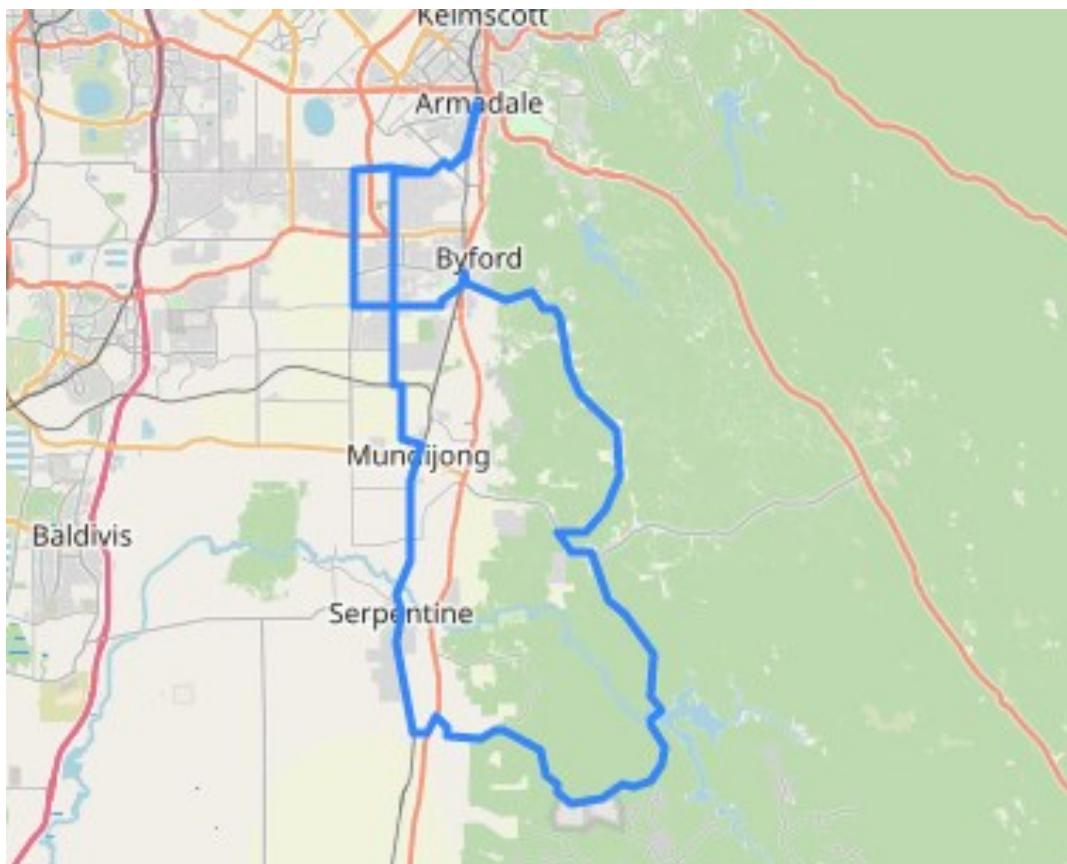
Cyclists getting prepared at Armadale Train Station



Eric has a break before the big hill climb.

The CTAWA 100km Achievement Ride is a non-competitive circuit ride where the cyclist aims to complete the distance within 6 hours and 30 minutes. It's designed to keep you fit and provide a benchmark for your cycle touring fitness. It's estimated that a 100km unloaded ride is roughly equivalent to 50km on a fully loaded bike. The day was a fine and sunny 22 Celsius with some smoke from recent forest burn offs but pretty perfect conditions for the long ride.

My preparations started early in the morning with a large bowl of oats, stewed apple and cinnamon which I find is a guaranteed energy supply for the day and packed a banana for lunch as well. I pumped my MTB bike tyres to 52 psi, which makes a huge difference and removed panniers, locks and any other un-necessary weight. I also packed two spare tubes and tyre just in case.



100km Achievement Ride Route

Continued on Page 11

I drove to the starting point at Armadale train Station where I met the sixteen other cyclists and John gave us a sheet showing us the directions and a map of the route. At 8-30am everyone headed off at the same time. Pretty soon the faster cyclists were off into the distance never to be seen again. I maintained an initial speed around 25kmph keeping company with Eric and Linda for most of the day. After leaving the suburbs surrounding Armadale, we passed through many horse acreage properties and through the townships of Mundijong and Serpentine on flat, straight roads with light traffic. Some of the more casual cyclists stopped for their first coffee here but I wanted to get a few more 'runs on the board' first. After a short spell of heavy traffic on South-West Hwy I turned right onto Kingsbury Drive and then it was a long grind up the forested hills of the Darling escarpment.

It was serene cycling apart from the occasional packs of motorcycles roaring past who were making the most of the last Sunday of Covid 19 travel restrictions. After many ups and downs, past the Karnet Prison Farm and over the Serpentine Dam wall I stopped at the Jarrahdale Post Office for a coffee with Linda and Eric and met the other cyclists arriving and departing. Refreshed, we headed along Nettleton Road passing orchards and jarrah forest and then down a beautiful sweeping descent into Byford suburbia.



Stu arrives at Jarrahdale then straight into the Post Office for coffee and a treat .

The route then went the long way around Byford to accumulate the extra kilometres required so when we arrived back in Armadale my bike computer showed 101kms. Linda, Eric, Liz, Richard and myself reached our destination at the Armadale Train Station more than an hour before the cut off time of 3pm and averaged about 21.7kmph whilst riding. Challenge accomplished. The next challenge is the '5000 in 4' Achievement Ride on the 11th of July 2020 which involves 5000 feet of climbing hills in 4 hours, sounds tough.



The scenery was green paddocks and orchards amongst the forest



Cycling and the Law

By David Grubb



The 01 Jan 2020 Version 05-the WA Road Traffic Code defines some requirements and mandatory equipment and lights for bicycles. Makes for good, albeit “dry” reading! Item 224 states;

Lights and other equipment on bicycles

(1) A person shall not ride a bicycle during the hours of darkness, or in hazardous weather conditions causing reduced visibility, unless the bicycle, or the rider, displays —

- (a) a flashing or steady white light that is clearly visible for at least 200 m from the front of the bicycle
- (b) a flashing or steady red light that is clearly visible for at least 200 m from the rear of the bicycle and
- (c) a red reflector that is clearly visible for at least 50 m from the rear of the bicycle when light is projected onto it by a vehicle’s headlight on low-beam.

Modified penalty: 2 PU. Interesting to note the distances stated, 200m is quite a way, as is 50m for a reflector. It is also interesting that there is no mention of a white front reflector, yet most bicycles have one? The code goes on to state some additional provisions for bicycle riders and electric personal transporters (EPTs) Part 15 Bicycle riders Division 1 r. 225

(2A) A person shall not ride a bicycle during the hours of darkness, or in hazardous weather conditions causing reduced visibility, unless the bicycle has affixed, to each wheel, 2 yellow side reflectors complying with the requirements for reflectors in Australian Standard AS 1927-1998 (Pedal Bicycle-Safety Requirements) and Australian Standard AS 2142-1978 (Specification for Reflectors for Pedal Bicycles). Modified penalty: 1 PU

(2B) A person shall not ride a bicycle during the hours of darkness, or in hazardous weather conditions causing reduced visibility, unless the bicycle has affixed, to both sides of each pedal, yellow pedal reflectors complying with the requirements for reflectors in Australian Standard AS 2142-1978 (Specification for Reflectors for Pedal Bicycles). Modified penalty: 1 PU

(2C) A person shall not ride a bicycle that has affixed a reflector capable of reflecting red light in the forward direction. Modified penalty: 1 PU

(2) A person shall not ride a bicycle that does not have —

- (a) at least one effective brake; and
- (b) a bell, horn, or similar warning device, in working order. Modified penalty: 2 PU

Some interesting thoughts on these:

- On my recently purchased Specialized bike, there are no reflectors on the wheels, (although the tyres have a reflective strip). Technically, the bike shop (and Specialized) are selling a bike that is not suitable for riding in darkness or reduced visibility! I guess that is OK, because the bike is not equipped with lights as standard, either. Best I not ride at those times?
- This clause lists Australian Standards for wheel reflectors, but Australian Standards don't get a mention in Item 224 for lights and rear reflector. Odd, or poor drafting?
- 225 mentions “electric personal transporters”, not mentioned in 224? Also odd?
- Yellow reflectors in compliance with Standards are required on pedals. Not too many cleat type pedals have reflectors. Hmm, best not ride those in darkness or poor visibility??
- Don't put your red reflector on the front of the bike, silly billy!
- One effective brake. On a fixie, is trying to pedal backwards an effective brake?
- Bell or horn, most people know that one. However could you argue your voice is a “similar warning device”, as you scream at some-one “**LOOOOOOK OOOOOOUT**”?

RETIREE'S SPOKE TOUR ANNOUNCEMENT



RETIREE'S SPOKE TOUR - MONDAY NOVEMBER 30 to and including FRIDAY DEC 4 ,2020 (5 nights)

This year's Retirees Tour will be held in the south west town of Busselton. Located in the RAC Busselton Holiday Park, 97 Caves Road, Busselton.

The format of **The Retirees Spoke Tour** will allow us to settle in one location and enjoy the rides that are plentiful in the area. All levels of accommodation will be available, feel free to bring your caravans, tents, or just relax and enjoy the comfort of the park chalets. See below for accommodation booking details.

We would encourage you to bring your non-cycling partners with you as there are any number of activities to be enjoyed in the Busselton and surrounding area.

Mountain bike trails are also in abundance, this ride option will also be made available during the week.

We would like to offer each day's ride as a Moderate and or Leisurely pace. Activities will be arranged for a couple of the evenings for those who would like to join in, such as a board games night, movie night, etc. (your suggestions are appreciated) A group meal out in Busselton is planned on our final night Friday Dec 4.

Register your interest by contacting, Rita/ Cliff Miller mobile: 0423 056 595 or email: cmil2956.rm@gmail.com.

The total cost will depend on the accommodation style you chose. When booking mention that you are part of the CTA of WA cycling group to obtain the discount.

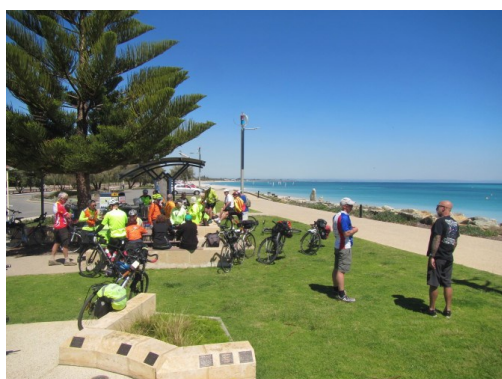
RAC Members 25% discount off the standard rate

RAC Non Members 20% discount off the standard rate

97 Caves Road, Abbey, Busselton, WA 6280

T 08 9755 4241 **Free call** 1800 871 570

racbusseltonholidaypark.com.au



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: <https://www.transport.wa.gov.au/activetransport/online-hazard-report-form.asp> 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, 10 March—Sunday, 28 March 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 (If paid by 31 Jan)	\$40 \$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.