

THE CHAIN LETTER

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

Spring 2020

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PRESIDENT'S REPORT

Hello friends,

Happy days are here again! Winter is almost behind us although we are experiencing a few last damp and chilly days as I write this. Soon the magnificent spring weather with mild temperatures and (mostly) dry days will lure us back out onto the roads and paths.

And..... the On Your Bike 'Tiny Towns Tour' has been confirmed as running in October 2020! Remember though to practice good hygiene and social spacing to protect our riders and the towns we pass through from Covid 19. Watch for last minute alerts at <http://ctawa.asn.au/event/2020-on-your-bike>.

The Retiree's Run to Busselton and the overnight Northam-or-Kep Track ride are also expected to go ahead as planned. Accommodation for these rides is limited so make your arrangements soon. Get your touring enthusiasm up by coming along to Christine and Linda's report on riding the Gibb River Road at 'The Rise' in Maylands on Thursday 24 September (<http://ctawa.asn.au/event/social-night-2020-09>). They

left the blokes in the dust. Also, well known club member and long distance tourer Jane ('have you ridden far?' 'Yes, from Beijing to Istanbul') is on another epic ride, this time solo from Broome to Carnarvon/ Mount Augustus/Kalgoorlie depending on how she goes. Nothing like a couple of thousand kilometres of desert, scrub and big skies to refresh the soul. Hopefully she will hit civilisation occasionally and update the CTAWA Facebook page with her progress.

As always, enjoy the ride but be careful.
Regards, Stuart



UPCOMING EVENTS

Tours. Put these ones in your calendar.

- * Social night—Thursday, 24 September (*see page 12 for details*)
- * Retiree's Spoke Tour Busselton—Monday, 30 November to Friday, 4 December 2020 (*See Page 14 for details*)
- * Kep-ing or Roading to Northam—Saturday, 14 November to Sunday, 15 November 2020 (*See Page 11 for details*)
- * Queensland Rail Trails, Full Pannier Tour—Wednesday, 10 March—Sunday, 28 March 2021 (*See Page 16 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 November 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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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.

WELCOME TO NEW MEMBERS

Greg Banfield

Norman Brandon

Jenny Clark

Paul Potter

Cycling in Taiwan

26th October to 4th December 2019

by Jeremy Knowles



Route:

Taipei to Taipei (anti-clockwise around the island) – 40 days (32 cycling days), 1,713km & 11,198 metres ascent.

GETTING THERE and AWAY

For those who read the last issue you may remember we flew from South Korea to Taiwan. We returned home with Singapore Airlines from Taipei to Perth changing in Singapore. We chose Singapore Airlines because they have a generous baggage allowance with no limit on pieces. With 32kgs each plus carry on of 8kg we had no issues. The total of all we had only weighed in at 65kg. The airport hotel at Busan stored our broken down bike boxes as did our accommodation beside the airport in Taipei. The airport for Taipei is 48km by bicycle from downtown Taipei, so we spent our first and last nights adjacent to the airport.



Safe parking here?

CYCLING FACILITIES and NAVIGATION

There is a clearly marked and well signposted Cycle Route No 1 around the whole island. In addition to this route which often follows fairly main roads (although well separated from the cars) there are numerous alternative sub-routes signed as 1.2 or 1.3 etc which branch off from and then return to the major Route 1, as well as local regional and provincial routes. We had a pamphlet and route directions for Route 1, but could not find an overall list or maps of the sub routes

and other routes. Often it was a matter of coming across a sign for a route and if it was going in our general direction following it, until it became clear we should be going somewhere else. Using the OsmAnd maps we could easily navigate our way around when, as often occurred, we weren't following Route 1. We would determine our route and destination on a daily basis, thus remaining flexible in terms of accommodation and sites to see at each daily destination.

OUR ROUTE

There was a choice, clockwise or anti-clockwise. As most of the route descriptions we found went anti-clockwise that's what we did. The wind predominantly comes from the north so going south we started out with a tail wind on the relatively flat, built up and industrialised west coastal plain. With the towns and cities came cultural and religious centres. Every town had a temple dedicated to its City God as well as others to various diverse deities. They were always crowded with people of all ages making offerings and asking for intervention and accompanied by the noisy clatter of jiao bei being thrown and studied carefully. Ferocious guards stand over many of the entrances and stalls selling delicious street foods are common.

Every town had at least one (food) night market, which entailed closing off one or more streets and countless stalls serving an endless variety of delicious snacks. Walking up and down, trying different things from different stalls until we could eat no more, was a fairly standard evening out.

It took us a couple of weeks to get down to the bottom of the island. We detoured inland to the locally very famous Sun Moon Lake – a bit of a disappointment really, and took side trips up to tea plantations and sugar mills. We passed through the city where Giant Bicycle Company makes its bicycles and visited a Giant “Super Store” to buy replacement pedals. A massive shop and show room but only Giant branded items for sale. We were directed to a components store in a back street which sold just about everything you could wish for from cluttered shelves and aisle bins. Silly us, we should have known a Giant store wouldn't sell Shimano components, unless of course they came with a Giant frame attached.

Once we started up the east coast (which Silvia says has many similarities to the West Coast of New Zealand) it almost seemed we were in a different country. The road was stuck in between the ocean and the mountains and we could cycle for ages and only pass by small fishing villages. About a third of the way up the coast we headed slightly inland and went up the rift valley, which was, as the name suggests, closed in on each side by mountain ranges. The flat land was covered in rice fields. We cycled out to the coast and back into the rift valley through gorges and passes that were only sparsely populated by groups of indigenous Taiwanese who evidence suggests are historically related to the Maori of New Zealand.

There were not so many temples to the gods but there remained enormous abandoned temples to mammon built by the Japanese for the industrialised production of sugar.

The Rift Valley finished at Hualien 2/3rds of the way up the coast. From there we had a choice to make. Head up the Taroko Gorge into the mountains, over a 3275m pass with a maximum gradient of 27.3% and along the mountainous spine of the country and down to the capital Taipei or continue along the coast, around the top and back to Taipei along the Tamsui River. In the end we decided on a compromise and did a side trip cycling through the 18km long Taroko Gorge and then further up into the mountains before returning to the coast and continuing our way north. This turned out to be a good move as the Taroko Gorge and the mountains beyond were well worth the effort. In places the gorge's marble walls are only metres apart and the road passes through tunnels and under overhangs.

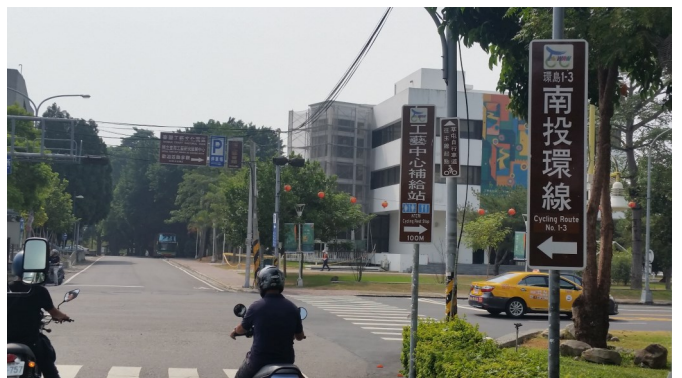
The coast road north of Hualien is isolated, narrow and windy with steep ups and downs and not bicycle friendly. It's also subject to strong sea breezes. The Bicycle Route 1 continues along this part of the coast for 95km via the railway line in the train. So we spent a couple of hours in the train along an



Cycling past the Temple Guards



A lane for everyone



Typical signage

incredibly scenic piece of coastline, out of the wind and rain to get to Su'ao where the coastal plain opens up again. From there it was a matter of 4 or 5 days cycling around the top of Taiwan to Taipei.

Taipei is well worth a few days to look around. It is possible to cycle around the city and along the river on dedicated cycle "roads". There are hundreds of kilometres of cycle paths up and down both sides of the river, around New Taipei City and out to the airport. Facilities along the river paths are good even having 4 different types of toilets. Man, Woman, Man or Woman with bike, and a multi-use toilet either man with bike or woman with bike or woman with baby or person in wheelchair.

For museum goers the National Palace Museum is a must. Even for non-museum types it's still worth going to. The exhibits (of which there are over 700,000) have been collected since at least 200 BC and were housed for many years in the Forbidden City in Beijing and ended up in Taiwan when the Nationalist Party Government (Kuomintang) fleeing the communists to brought the treasures (and China's Gold Reserves) with them to Taiwan.

With a few days to spare before we had to fly home, we decided

to head up into the hills to Wulai, a hot spring town, and have a couple of nights in a Spa Hotel. Similar to Japanese onsen, it was well worth the effort. We had been pre-warned in Taipei about a loose sheet of iron at the end of a dead end lane that gave entrance to the river just where the hot water bubbled up from the ground. Soaking in the river with the locals who knew of this was more fun than the full-on hotel spa; although soaking naked in the hotel spa discussing with an elderly businessman the Taiwanese attitudes to mainland China and the pre WW2 occupation by the Japanese was also a great experience.

Cycling in Taiwan is fantastic. The cycling infrastructure is good, the locals are friendly, the accommodation reasonably priced and of good quality (generally between \$50.00 and \$100.00 for bed and breakfast) and the scenery, culture and food caps off the whole experience. Anyone looking for a new destination to experience something different should seriously consider giving Taiwan a try.



Toilets for all situations



Tamsui River Bike Path



We bypassed this village



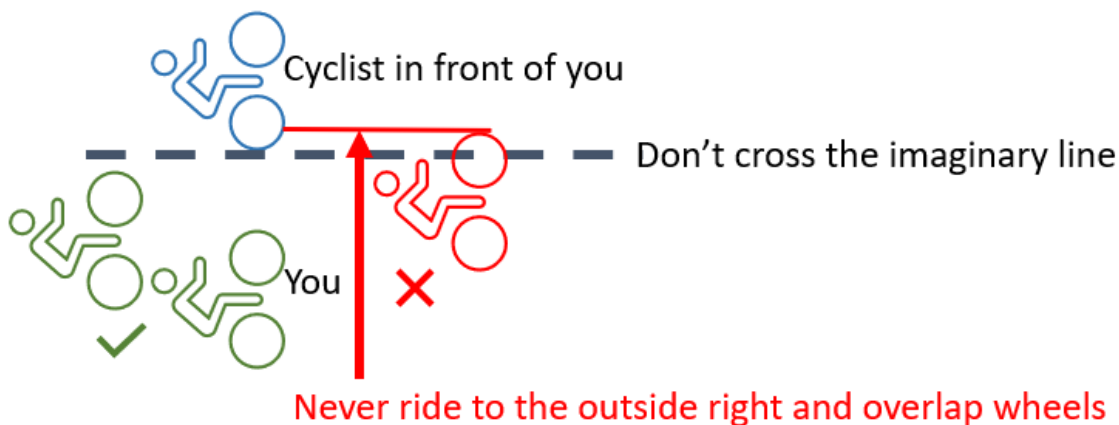
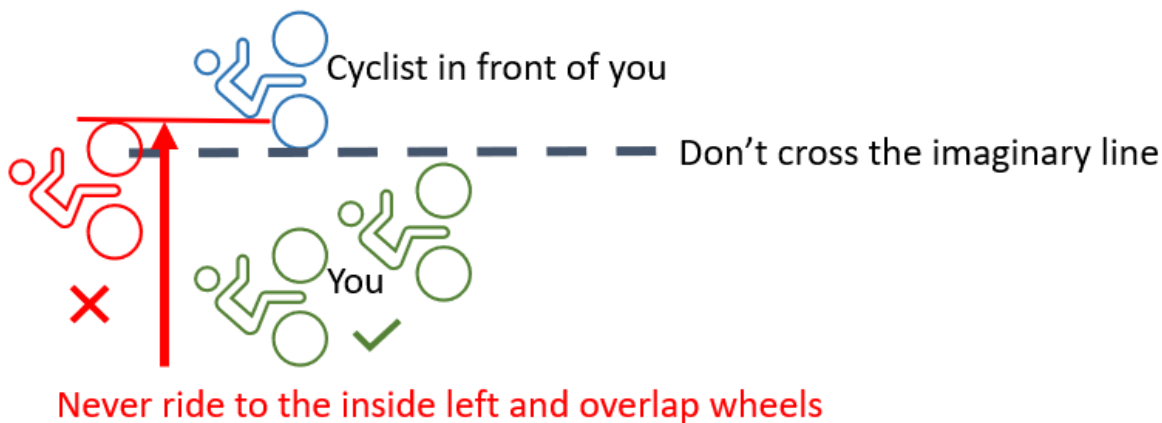
On trail signage

LETTER TO THE EDITOR

CYCLING IN GROUPS BY ANN W.

Riding Safety Tip – How to ride behind a cyclist

On a recent CTA ride I overheard a conversation with a relatively new CTA member that they were new to cycling with in a group and were learning all the time. As an experienced cyclist within the CTA, this prompted me to provide a Riding Safety Tip on how to ride behind a cyclist. The rule below applies if you are riding two together or within a group. When you are cycling behind someone **never** overlap your front wheel with their back wheel as the cyclist in front may have to suddenly change direction and this may cause both your wheels to collide resulting in a potential accident. Stay behind the imaginary line about a wheel width minimum if directly behind or to one side as shown by green in the diagram.



Thanks Ann. Cycling in groups has many benefits such as drafting, being more visible to motorists and comradery however it also has greater potential for disastrous accidents when cyclists are packed together in groups. Concentration and spatial awareness of other riders is required, always signal your intentions well in advance and NEVER make any sudden changes of direction or brake without warning.

The Editor

You might be an aging touring cyclist when...

Helmet hair is no longer a problem, because what hair

You stopped sneering at recumbents

Socks with sandals now seems totally reasonable

What coffee shop you're aiming for is more important than how many miles you'll do

Your old panniers are actually a source of pride now

You still regard carbon fibre frames with suspicion and are taking a "wait and see" attitude

Your fluffy pillow is now an "essential item"

You are now carrying what would have been a touring load in your 20's, on your waistline

You have enough junk in the boxes in your garage to fully outfit 10 touring cyclists

You have no idea what a bluetooth speaker is or what it's used for and now you're afraid to ask

You wonder what the big deal is with bikepacking

You use a laptop or (worse) a desktop PC

You write long-form journals rather than tweeting updates to your followers via Instagram and Facebook.

When you now require obtuse angles to resume a god forsaken hill climb

When you look 3 times or more outside of your tent before you attempt to stand up in the morning before anyone can see you.

When you plan your routes based on locations of public toilets.

When you have to wait for the end of the day to have a few beers--drinking along the way is no longer prudent because it makes you sleepy.

When you've totally abandoned the idea of spontaneity and your day's destination is already determined before you even started riding.

You seriously think twice about buying new gear because you don't know how long you'll be able to use it for.

Instead of joining the group with the guitar in the next campsite over for a few beers, you ask them to keep it down, people are trying to sleep.

When you dream about your glory days in the previous *millennium*.

When sleeping below your knees is overruled by a motel sign.

Route planning is now more about reliving past memories than making new ones

"Physically able, financially depleted" has been replaced by "financially able, physically depleted"

Guys in pickup trucks no longer throw beer bottles at you, rather they stop and offer you water to make sure you're ok

Your food and accommodation budget doubles, whilst your mileage distance and patience halves

And lastly...You can no longer keep up with the racing cyclist peloton so you join the CTAWA, meeting awesome cycling folks.



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.



Linda toughing it out in the Kimberley



At the Blasta Brewery.



Coffee time on a CTAWA day ride.



Checking out the lakes of Ellenbrook.



Riding the Gibb River Road in winter.



Silvia leading a large group through the suburbs.

WRONG GEAR



As Jeff cycled up the hill he realised he was in the wrong gear.

VLOGS AND BLOGS

1. The 'Between Wheels' crew cycle from Germany south through Croatia. Here's the Slovenian section link <https://www.youtube.com/watch?v=Ae25s58628o>
2. Sandgroper Daniel cycles the Kimberley around Bungle Bungle. Here's the link https://www.crazyguyonabike.com/doc/?o=1mr&doc_id=23121&v=BO
3. Two German girls go Bikepacking Kyrgyzstan. You'll need to turn on the subtitles Here is the link https://www.youtube.com/watch?time_continue=1&v=gjYTg7OQADg&feature=emb_logo
4. Vince travels along the Murray River towing a trailer with his dog inside. Here's the link https://www.crazyguyonabike.com/doc/?o=1mr&doc_id=23067&v=4d

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)



Kep-ing or Road-ing to Northam

Saturday November 14 @ 8:45 am - Sunday November 15 @ 5:00 pm

Distance: ~170km: **Mountain bike - Hilly, Touring bike, Weekend**

We meet at Midland Train Station at 8.45 am for a 9am start.

From there we make our way up the hill to Bakers Hill, where we have lunch at the pie shop. In the afternoon we pedal on to the Duke's Inn in Northam for a well earned dinner and a bed for the night.

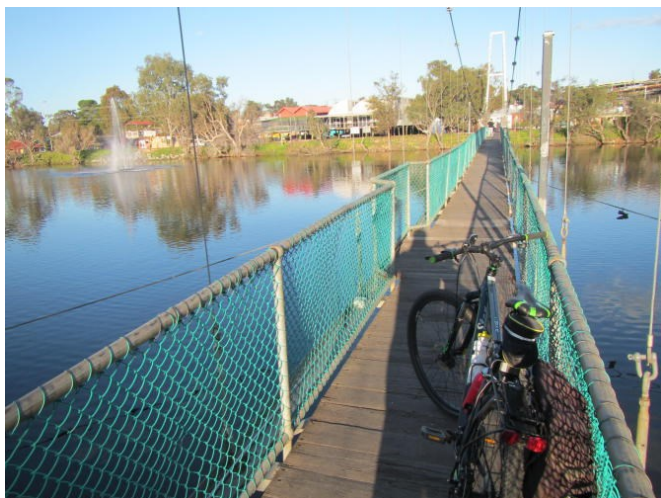
You will have to book your own accommodation!

On Sunday it's the same way back to Midland.

The distances are 85 kms on the Kep Track and 89 kms on the road. You can find the maps on our website: Go to Touring/Other Tour Routes/2019 Retiree's Run/Day1.

Please confirm your participation with the tour leader Liz

elsbethmarshall@gmail.com



SOCIAL NIGHT ON 23RD JULY 2020 AT 'THE RISE' MAYLANDS.

Our first Social Night after the Covid 19 restrictions had been relaxed was held on Thursday 23 of July with Doug Allen giving a presentation of a Virtual Tour of the USA'. Forty three cycle tourers were given an entertaining mythical tour of USA with scenic photographs and interesting facts. Did you know that the states Arkansas and Kansas are named after the same river, ones spelled in French and the other in English. Also, at the other side of Mount Rushmore the backsides of the presidents is what the Canadians see (not so sure about that). It was Charlie's first night of organising as club Social Director and Robyn put on a magnificent bounty of food for nibbles afterwards. The chocolate brownies and Trevor's 70th birthday cake disappeared in no time. Thanks to all involved.

Coming Event—Social Night: Girls do the Gibb and the Not So Humble Bicycle Wheel

Thursday September 24 @ 7:00 pm - 9:00 pm

See you at the Social Night on 24 September (7- 9 pm, Maylands Recreation Centre 'The Rise') where we will have two presentations:

'Girls do the Gibb' – Come along to see Linda and Christine report on how they rode the 1,100 km of the Gibb River Road in August. Hear about the sand and rocks of the Kurunji Track, the corrugations on the Gibb River Road and the glorious dark night skies.

Not So Humble Bicycle Wheel – Noel Eddington will surprise us with the mysteries you may not already know about the bicycle wheel.



CYCLING AND THE LAW

by David Grubb

*"This is not a cycle crossing light"*

This is my final article about cycling and the law, as included in the WA Road traffic code.

Item **36** is about hand signals, including bicycles.

Arm out right to turn right. Check, we mostly do that!

Arm out left to turn left. Check, we mostly do that!

Arm out with forearm vertical and fingers pointing upwards to indicate stop. This can be with either the left or right arm for bicycles and motor cycles. No "check" on that one, I cannot recall ever seeing a cyclist indicate a stop that way, however it appears it is the law!

And by the way, when starting off from the kerb, like a car pulling out with it's blinker on, a cyclist is meant to give a hand signal for 5 seconds before starting off - haven't ever seen that either - ever!

Item **100** is about roundabouts. The rider of a bicycle or an animal who is riding in the far left marked lane of a roundabout with 2 or more marked lanes, or the far left line of traffic in a roundabout with 2 or more lines of traffic, shall give way to any vehicle leaving the roundabout.

That is a hard one, 2 lane roundabouts are dangerous for cyclists, so common sense says "let the cars go, they are bigger"!

Good riding practice may be to "take the lane", including the centre lane if necessary?

Defensive riding would be to "take the footpath"!

213. Riding in bicycle lane Wherever a bicycle lane is provided as part of a carriageway, and is in a reasonable condition for use, a rider of a bicycle shall use that portion of a carriageway and no other.

Mmm interesting, often I prefer the road due to grates, rubbish etc??

214. No riding across road on a crossing (1) Subject to sub-regulation (2), the rider of a bicycle shall not ride across a carriageway, or part of a carriageway, on a children's crossing, marked foot crossing or pedestrian crossing. Yes, cyclists are meant to dismount and walk across all pedestrian crossing, subject to:- (2) The rider of a bicycle may ride across a carriageway, or part of a carriageway, on a marked foot crossing if that crossing displays bicycle crossing lights and those lights are green. Wow, now we all ride across pedestrian crossings on the green walking man signal. Not allowed, I personally know a friend in Mandurah who was pinged \$300.00, for riding across the pedestrian "green light" crossing that didn't also have the "green bicycle" sign. There were no pedestrians using the crossing at the time either, so he wasn't causing a nuisance!!!

Overall, it is good to know the rules, so that you know when you actually are breaking the written letter of the law.

Cheers, and safe cycling.

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)**

16/02/2020 50 K	17/05/2020 100 K	11/07/2020 5000 in 4	2/08/2020 160K
John Farrelly Christine Liddiard Sally Grubb David Grubb Don Ward Briam McCauliffe Kleber Claux Stuart Crombie Udeni Gunasekera Connie Rita Miller Cliff Miller Richard Marshall Liz Marshall Linda Tompkins	John Farrelly Christine Liddiard Don Ward Kleber Claux Stuart Crombie Richard Marshall Liz Marshall Eric Tocock Linda Tompkins Randell Holland NFP John McMahon Noel Eddington David Lewis Greg Atter Sue Urbanyak Bruce Robinson	John Farrelly Christine Liddiard Kleber Claux Richard Marshall Liz Marshall Eric Tocock Linda Tompkins Greg Atter Sue Urbanyak Jeremy Knowles Silvia Klemenz Ann Wilson Steve Digwood	John Farrelly Don Ward Greg Atter

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 (Under review due to Covid 19)

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 (Under review due to Covid 19)

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.