

THE CHAIN LETTER

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

Winter 2021

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PRESIDENT'S REPORT

Hello fellow Cycle-tourers

We are burning up the roads! After the very successful autumn 'Painted Silos Tour', the 'Heart of the Great Southern' On Your Bike tour is now fully subscribed but don't despair as more multi-day tours are being organised for summer of 2021-2022. Make sure to keep your fitness up for those tours by joining us on the regular twice weekly half-day rides and perhaps for the Achievement Rides series as well.

The Painted Silos Tour in April was a ripping success with 36 riders participating for all or part of the 1300 kms of riding over three weeks of glorious autumn weather. We were very lucky that the tour began several hours before the April Covid 19 lockdown came into effect in Perth. Thanks to Trevor for organising the tour, a special thanks to Brian for bringing his ute along to carry gear, bikes and the occasional non-rider and to all those who helped by alerting businesses and museums along the way that a group of hungry cyclists was riding in.

The tours and day rides are all organised and led by club riders like you. Leading rides is not difficult so why not put your hand up to lead a group on your favourite short ride? Rides Co-ordinator Connie and all the riders on the day will support you in getting going with a minimum of stress.

A First Aid and CPR course is being organised to assist in minimising problems that members might encounter on the road. The course is likely to be in September in time for the On Your Bike Tour and will be advertised in due course. Clothing co-ordinator Liz has taken delivery of a new line of highly visible, bright yellow, CTAWA logo-ed sun-protective detachable sleeves (see later in this newsletter to order yours).

Winter has come with its usual low light levels, wet roads and occasional patches of sand being washed across the track. Please be attentive to the conditions and watch out for the seasonal hazards to avoid giving your fellow riders a chance to use their first aid skills.

I look forward to seeing you on the tracks in the days ahead.

Stuart



UPCOMING EVENTS

Tours and Events. Put these ones in your calendar.

- Social Night at The Rise, Maylands. There will be two speakers, Anton Claux on the 'Role of Podiatry in Cycling' and Rob Loughman on 'Ten Good Reasons to put Japan on your Cycle touring Bucket List' -Thursday, 7pm 24th June 2021
- Christmas in July Luncheon - The Woodvale Tavern, 12am Saturday 18 July 2021. *See page 19 for details*
- On Your Bike 'Heart of the Great Southern' tour—Saturday, 2 October to Sunday, 10 October 2021 , *See Page 16 for details.* **SORRY, NOW BOOKED OUT**
- Collie Tour-Monday 1st November to Monday 8th November 2021. *See Page 18 for details*

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DEADLINES: Contributions for the next issue (Spring2021) should be sent to the Editor (editor@ctawa.asn.au) no later than **25 August 2021**.

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 Three 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).

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

Chris Meadwell

Tania Gurry

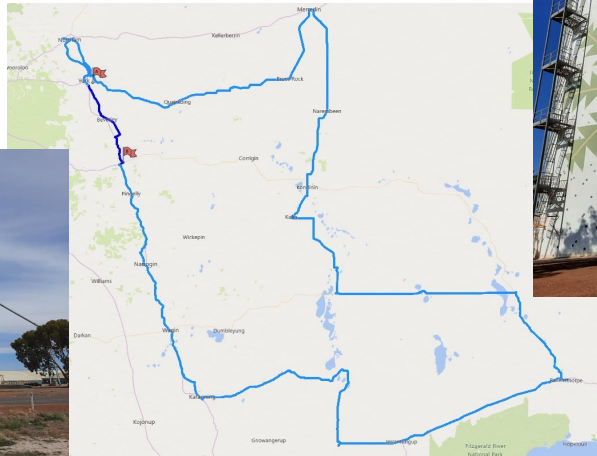
Pen (Penelope) Oldfield

Dinah Pantic

CTAWA 2021 Grain Silo Art Tour

Saturday 17th April - Saturday 8th May, 2021

By Patrick Clancy



Disclaimer; This report was written in the post-truth world of fake news. It is riddled with half-truths, exaggerations and outright lies. No part of it should be relied upon as evidence in court.

Day 0

The tourists start to assemble in York. Top secrecy is maintained by taking many different routes from Perth: via Chidlow, Clackline or Meckering; by bike, by bus or by train. Certain riders choose to drive. One day they may be forgiven. There is no way that we were followed.

Some people think that the precautions are unnecessary, but there is already evidence of sabotage: attempts have been made to nobble both of the tandems. One was made to look like an accident, with the pilot taken out by a motorized skateboarder ten days in advance. The other was sabotaged by Caltrop the day before the start. Both attempts failed. It takes more than that to knock out a committed tandem team.

By pure chance, we all end up at 6:30pm dining in the courtyard of the Imperial Hotel. Many couples are travelling together, mainly because of trust issues. 'What happens on the tour stays on the tour'.

Trevor has arranged the night's entertainment: a ballroom dancing competition at the York Town Hall. Although none of the riders has had the foresight to enter the competition, it is revealed that at least one has some expertise as a pole dancer. Who is this talented rider? Unfortunately I cannot tell.

Day 1. York to Brookton via Beverley.

Perfect cycling weather, quiet roads. It doesn't get better than this. At the end of the day there is a motion (narrowly defeated) to finish the tour right then and return to Perth.

After a very relaxed start from York, the tour regroups at The Red Vault café in Beverley. A very pleasant little café with perfectly drinkable coffee. Leaving Beverley proves a little tricky, with certain riders becoming disorientated two hundred metres down the road until a leader emerges to show them the One True Official Route (OTOR).

The backsliding has begun. Certain riders decide not to follow the OTOR and instead take the highway straight to Brookton. They know who they are. Let's hope this behaviour is not going to continue.

Trevor has arranged the afternoon entertainment: a grudge hockey match between Brookton and Wagin (or somewhere). No blood is spilled despite sterling efforts from both sides, so a bit of a let-down.

Day 2. Brookton to Narrogin via Pingelly

Nothing much to report today. More perfect cycling conditions. Coffee break in Pingelly - coffee was acceptable, but the apple and blueberry sausage rolls were in high demand. Bonus points went to Randall (no, not Randall) for digging out his reusable coffee cup. Many other riders remain under a cloud for continuing to accept single-use cups.

A good sized IGA, open on a Sunday, provides lunch supplies. The more discerning riders take a 1km detour to the scenic picnic spot at Yornaning Dam for lunch. None are ready to develop Amoebic Meningitis, so there is no swimming.

Most riders follow the OTOR, even though it adds 5km to the route and a few challenging inclines into Narrogin. Two notable slackers admit to backsliding after 'accidentally' missing the turnoff. We will have to keep an eye on them.



Day 3. Narrogin to Wagin via Highbury

Today we are all a bit over the fine weather, so fortunately it turns out to be overcast with a bit of a headwind all day. The only remarkable observation is that cars with Wagin plates are very considerate when passing cyclists on the highway. Thumbs up to whoever runs the driving school at Wagin.

Day 4. Wagin to Katanning via Woodanilling

A re-run of Day 3, with less headwind. Makes all the difference for a more enjoyable ride. Woodanilling General Store is open for 'coffee', but the more sensible riders choose to bypass the temptations of this rural hideaway and get to Katanning in time for an excellent lunch at The Daily Grind before the kitchen closes at 1:30pm sharp. Indonesian flavours, but definitely a Swiss timekeeper chef.

After taking a couple of days off, Trevor is back on the entertainment. This afternoon's treat was a train passing right beside the campsite, sounding its horn until it was over the horizon. The performance was so popular that Trevor arranged an encore for 3am. Campers were also rudely awakened by some madman sharpening his shearing tools at 5am. Just as well it's a rest day.

Day 5. Rest Day in Katanning

An emotional farewell to Kleber this morning, with a small crowd gathered to wave him on his way as he boards the bus back to Perth. He is travelling in the luggage bay to be close to his bike, and not to save a dollar as some unkind but astute observers have suggested. Michael will be relying on relief pilots for his tandem to continue the ride. He looks somewhat relieved, anticipating a less frenetic pace over the coming days.

Meanwhile, Richard is available for one day only to give fascinating insights into the varied brickwork methods employed for historic buildings throughout the town. Unfortunately, just as he is getting his teeth into the subject matter before a rapt audience, he is called away to bid for some sheep at the famous saleyard.

A few of us went on a Christine guided tour of the painted murals. One unnamed rider has the honour of ringing the bell outside the church, sounding the one o'clock signal. At 11:45 am. This caused a mass scattering of cyclists. Confusion reigns throughout the region for the remainder of the day.



Day 6. Katanning to Nyabing

Trevor arranges for a train to pass through at 7am to make sure everybody is wide awake. Another re-run of Day 3 on the road. Excitement along the route is provided by St Peter's Church. The bell is rung.

Nyabing is a pleasant surprise, with excellent camping facilities and a pub that has been rebuilt to a very high standard in anticipation of our arrival. The coffee is excellent and the sofas comfortable. Tyre levers are required to disengage riders from sofas.

Day 7. Nyabing to Pingrup

A short 40km on the road today. After Nyabing, expectations are running high and Pingrup doesn't disappoint. It disappoints bitterly. The camp site on the hockey pitch is fine, but anybody who dares to ask if there are en-suite rooms at the hotel are informed that 'this is country WA, you know'. One of the two road houses is closed, pending it's sale, while the other offers a limited range of frozen vegetables, canned stews and salami. We cyclists are inventive cooks as most meals still look delicious.

Brian auctions off the passenger seats in his ute for those who still have fond memories of the Nyabing experience from the night before and are keen for a second edible meal. The proceeds pay for his newspaper.

Oh, and there is a painted silo at Pingrup.

Day 8. Pingrup to Ongerup

The route winds in a straight line between a string of reflecting lakes. The Stirlings come into sight at the top of each rise and gradually increase in size along the way. An early start and a following wind mean that all riders made it to the well-stocked Ongerup supermarket before it closes at noon.

One unnamed rider (they know who they are) sneakily follows an accommodating group of companions all day, before finally moving to the front just in time to take line honours. This devious rider has form and will be viewed with suspicion in the coming days.

Time to farewell John and Anita, who are recalled to Covid lockdown in Perth to become grandparents for the first time. We hadn't realized that grandparents are banned from touring with the CTA. They tend to be somewhat sentimental, wanting to write postcards to their grandchildren at every opportunity, which can cause unacceptable delays if permitted to fester. Must be at least a few members who are managing to keep quiet about their progeny.

Lunch, coffee and cakes are all excellent at the Mallee fowl Visitor Centre, only 1km out of town. Yew Li deserves a special mention for having the foresight to warn the pub of our impending arrival and for making sure the dinner arrangements were thoroughly organized.

Day 9. Ongerup to Jerramungup

Only 40km today, heading east with the Stirlings in the distance behind and a slight crosswind from the north. Tea and scones are available at the 25km mark for a select few who know the right people, but otherwise the ride is uneventful.



It's Anzac Day, so everywhere in Jerramungup is closed and there is nowhere to buy food in any form. Just as well everybody planned ahead and stocked up yesterday at the Ongerup supermarket.

Day 10. Jerramungup to Ravensthorpe

The longest day of the tour - 116km. All the riders awaken early and nervous tension fills the campsite. The mood of trepidation is heightened by a thick blanket of fog that has descended during the night. It is forecast to be a hot day later on, so we are looking to make an early start, and one by one the riders brave themselves and vanish into the swirling gloom. For an hour or two we have to steel ourselves against the mournful sound of foghorns in the distance and the cries of long-dead farmers calling us to our doom.

Suddenly the sun appears and all is well. The winds are light, the hills are gentle and the views are clear in all directions. Even the road traffic appears to be behaving itself today. Regular breaks for food and water and a steady pace ensure that most riders are able to enjoy the conditions and last the distance. One newbie rider makes the rookie mistake of underestimating the challenge and has to be carried for the final 15km on a stretcher strung between two bikes, cobbled together from spare inner tubes and spokes. And we will never speak again of the rider who threw in the towel and took the bus.

We pass the second of the painted silos on the way in to town. Plenty of time to inspect them later because it is a rest day tomorrow. Today is a public holiday Monday, but the supermarket is open for ice creams on our arrival and the pub is open for dinner with an extensive menu that holds something for everyone.

Day 11. Rest Day in Ravensthorpe

Not much happening in Ravensthorpe today. The supermarket is open, but most cafés are closed. The café that is open has some very tasty looking pies, but most riders don't get to sample them because they sell out well before lunchtime.

Boredom is setting in, when someone is inspired with the brilliant idea to set mice free in the cabin occupied by two riders whose names cannot be revealed. Someone always carries a box of mice for emergency use, in case food supplies run low. The cabin dwellers manage to trap four or five of them but never figure out who is behind it.

Day 12. Ravensthorpe to Lake King

A warm day and 75km of gently undulating road lie ahead. The local council has considerably arranged for road works on the way out of town, so all riders are diverted around the back of the painted silos where the images are more interesting.

Pallarup Rock appears suddenly after about 60km of riding. This major tourist draw, surpassed only by Wave Rock in the pantheon of WA attractions, has free parking and is not to be missed. Many riders miss it, and will have to carry the regret for the remainder of their unfulfilled lives.

Day 13. Lake King to Newdegate

Only 65km of gently undulating road today, but what a difference a day makes. The wind has come up and is predicted to gain strength throughout the day. The first 15km, crossing the salt pan that is Lake King, is manageable but then the road starts to climb and the headwinds build.

Disaster strikes at 18km when the rear tyre blows out on one of the tandems, but an hour later the narrative has changed into a heartwarming story of support from all quarters as a spare tyre is offered, delivered and fitted and the tandem is back on the road again.

For the remainder of the ride it is the headwind that dominates the attention of all riders, until 10km from the finish a final cruel blow is dealt. The wind is blowing dust across the road in swirling clouds from the parched farmland when the road turns to take the wind head on. It is almost unbearable, with a wind of 40km/h and gusts up to 60km/h, but everybody finds an even lower gear and manages to struggle across the finish line outside the IGA that offers cool air conditioned comfort, ice creams and good strong coffee.

All agree that the best part of the day was getting off the saddle at the end of the ride.

Newdegate is home to the third of the painted silos, just a short walk from the campsite along the train tracks.

Day 14. Newdegate to Lake Grace

It rained in the night, but that had been forecast and only a few hardcore riders had been foolhardy enough to pitch tent. Most slept in cabins and on verandahs. By morning the rain has cleared, the skies are blue and legs have recovered.

A re-run of yesterday, with strong headwinds and gently undulating road, but only 55km to the finish. A bit of a slog, but not as disheartening as yesterday. Spurring us on is the specially-arranged tour of the mission hospital museum, arranged for 3:00pm to make sure everybody completes the ride without slacking off.

Not many options for dinner tonight because there is no camp kitchen and Lake Grace has a limited choice of either fish and chips or Chinese buffet. Most riders choose the buffet, but the hosts are inexperienced and struggle to keep up with the ravenous horde of cyclists. Eventually everyone is fed, but it is a strange mix of dishes produced in a haphazard order. Vegetables only



appear as an afterthought right at the end of the service. Vegetarians are not normally known for their aggression, but having been starved for so long a feeding frenzy is unleashed that is unrivalled in the natural world.

Day 15. Lake Grace to Kulin

It is cold overnight, but everybody has managed to maintain the minimum temperature required to sustain life and a full complement of tour riders greet the morning sunshine. The wind has evaporated and it is a much more positive mood as the tour turns north.

75km today and again no significant hills, but close attention has to be maintained because there are two or three turns along the way and our cornering skills have deteriorated significantly over the preceding few days. The final turn is 15 km before Kulin and this brings us onto the Tin Horse Highway. It is obvious that significant thought and effort has been put into manufacturing horse-related statues from farm scraps, with probably more than 100 of them lining both sides of the road over the full length into town. Christine only survives the distance because she has taken all photos of all the sculptures on a previous visit and she no longer feels an irresistible compulsion to stop and appreciate them. One standout is a sea-horse, made from ancient plough parts, that appears to be riding above a dam.



Once again entertainment has been organised for 3:00pm, in the form of a tour of the local tractor and old car museum. There are also old motorbikes, for those who appreciate such things.

Dinner is at the Kulin Community Hub, where the excellent pre-ordered meals are brought out punctually. The food is so good that a round of desserts are consumed in short order, to guard against the cold night ahead.

Day 16. Kulin to Narembeen via Kondinin

It was even colder overnight, with some riders imagining the crunch of frost underfoot in the dark, but again no losses. 80km of riding ahead but the sun is shining, the terrain is flat and the winds are light. After 24km Kondinin offers morning coffee and cakes at a secret location away from the highway. Unwary riders who miss the turnoff are savaged by the rabid dog that waits in ambush along the highway and strikes fear into the hearts of local residents.

Everybody arrives in Narembeen in high spirits, looking forward to the coming rest day. The mood is tempered a little by the knowledge that three riders leave the tour tomorrow and that the home stretch of the tour is about to start.

The CWA at Kulin sent us off this morning with dozens of fresh eggs and loaves of bread. These will be greatly appreciated for tomorrow's breakfast.

Day 17. Rest Day in Narembeen

Today is supposed to be a rest day, but an expeditionary group of six riders is given the arduous task of riding ahead for a further 70km to Merredin. It is important to assess conditions along the road because rain and headwinds are forecast for tomorrow. The intrepid riders set off in pairs, at intervals of roughly one hour, in the hope that at least one pair will make it through. As it happens, the ride is challenging because of strong crosswinds, resulting in severe buffeting following the regular passage of road trains. In the wake of an empty cattle truck the riders' faces are spattered with unidentified particles, but they appear to be quite nutritious and performance is boosted for a short distance. A further hazard along the way is the 2.5km stretch of unsealed road due to resurfacing works. It is very dusty today, but is likely to be wet and slippery in the rain. The road turns away from the wind for the final 15km to 20km run into town, which is a great relief.

Over dinner it is revealed that one of the riders in the main group has been secretly attempting to increase the range of endangered mammals, probably potoroos although some unkind observers claim they are mice. They have been using their tent to capture the little furballs at night, then rolling them up safely during the day before releasing them into the wild at the next location. This is entirely on their own initiative and at their own expense. One day their efforts will be officially recognised with an OA, as a minimum.

There are painted silos 2km out of town at Merredin.

Day 18. Narembeen to Merredin

Rain in the night, quite heavy and prolonged, but almost inexplicably most riders manage to pack dry tents. A rainy ride too, but that means there are no road trains due to the international shortage of windscreen wipers following the blockage of the Suez Canal by the container ship Ever Given. The unsealed section is not dusty but it is slippery and the riders are slowed for a while.

The first 'rider' to arrive has hitched a lift in Brian's support ute, unable to cope with the damp weather and 'discovering' an irreparable puncture before setting off. An hour or so later the drowned rats start to wash up, insanely grateful for a warm dry cabin and a hot cup of tea. They will never be able to repay this kindness, but they will do their best in their remaining years.

Surprisingly, some riders claim to have completely missed seeing the wind farm that was visible for a distance of some 30km on the ridge to the right of the road. The turbines were being reverse flushed for the past couple of days, which explains the source of the strong crosswinds.

Stories emerge of epic battles against caltrop on the previous day. Two of the riders went off-piste and suffered the consequences - over an hour spent removing hundreds of seed thorns from their tyres. Is this really the reason for their punctures, or are the rumours true that Jeremy carries a bag of caltrop on tour, for a rainy day?



Day 19. Merredin to Bruce Rock

More rain in the night, heavier and more prolonged than yesterday but forecast to clear mid-morning. The obvious answer after packing and loading is to sit it out in the Dimensions Café, and all sensible riders concur. One positive from the soaking is that the three hard-core tent campers have their fees waived at the caravan park, because their money is too wet.

A short 50km ride to Bruce Rock, which is mostly uneventful despite the dire warnings of the Merredin Oracle at the tyre shop that an alternative route should be considered due to the extensive roadworks. Alternative Route A and Alternative Route B are briefly considered and promptly ignored by most. It turns out that the extensive roadworks are restricted to a widening of the gravel shoulders and that the road is both sealed and lightly trafficked over its entire length. The two notable distractions along the way are the large solar photovoltaic panel farm just south of Merredin and the tragically dead echidna on the way in to Bruce Rock.

The best pies and best coffee in Bruce Rock are both to be found at the butcher shop, and the supermarket is located in the town hall. They revel in being a bit quirky at Bruce Rock.



Day 20. Bruce Rock to Quairading

80km, rolling undulations, cross/headwind, blah blah blah.

Once again only two notable distractions: at Shackleton, where the coffee is weak but costs only two dollars, there is the smallest bank building; and closer to Quairading a sizeable plantation of sandalwood.

Not much to report about Quairading except that the pub is unable to feed the entire influx of riders and there is a short thunder-storm with heavy rain just before the sun goes down.



Day 21. Quairading to Northam

100km, rolling undulations, cross/tailwind, blah blah blah.

Rain threatens for the first 20km, but then we enter a cool foggy darkness instead that stays with us for about 15km. Why do the long ride days always have fog?

A scenic diversion attracts a few riders into Greenhills, but unfortunately the famous pub only opens at midday and that is too far away so we press on. Later on, the One True Official Route is designed to bypass York and lead us away from temptation, but a number of bicycles are tired and willful and lead their hapless riders into the centre of York where they refuse to budge any further. A fresh application of chain oil, a quick polish of paintwork and a few private words of endearment are required to get them moving again and finally everybody makes it to Northam.

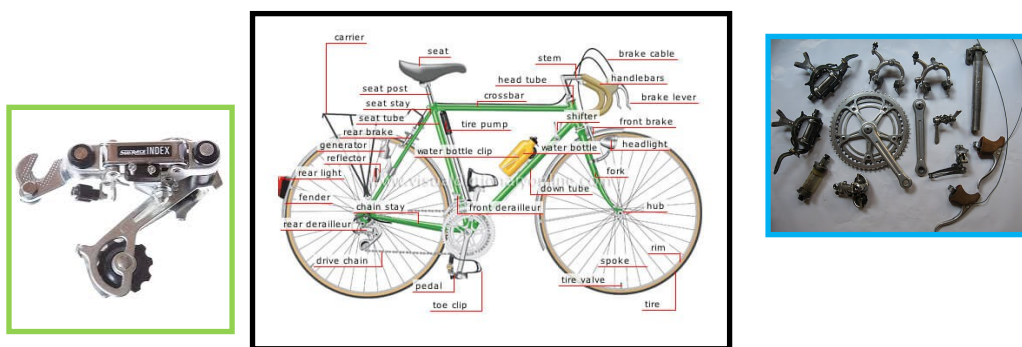
There is a farewell dinner at Northam because not all riders plan to return to the start point in York. Their bicycles are tired and mutinous enough already, and it is not worth the risk.

Day 22. Northam to York.

After a relaxed breakfast, we visit the painted silos of Northam before indulging in a second breakfast at the Riversedge café and then once again pointing south for the final ride to York. An easy 40km ride under blue skies via Spencer's Brook and the tour is over.



COLLECTION OF NEW OR USED SERVICABLE BICYCLE PARTS FOR OYB



After the successful trial last year of utilising appropriately skilled volunteers from within the On Your Bike participants to manage 'on-tour' bicycle repairs, it is now necessary to build up a collection of serviceable parts to get broken down bicycles operational again to complete the event.

As the whole gamut of both new and old style bicycles are ridden on the event - road, touring, hybrid and mountain bikes, accordingly donations are sought for either new or second-hand parts (essential to have a serviceable life) to fit any of the various bicycle types. Donations of any of the following parts are sought:

- Tyres from 26 inch MTB to 700c road/touring in widths 23, 25, 28, 32mm with appropriate matching tubes with Presta or Schrader valves
- Gear and brake cables, including end caps
- Steerer stem rings of various widths
- Bottle (bidon) cages
- Seat post clamps, Quick Release or standard
- Seats
- Quick Release or 12mm thru-axle skewers
- Brake pads for both rim and disc brakes
- Pedals, flat or SPD type
- Handle bar tape and grips
- Spokes and nipples – a range of lengths
- Head stems of various lengths or adjustable type
- Chain master links suitable for 6/7/8 Speed, 9 Speed, 10 Speed, 11 and 12 Speed
- Rear derailleurs or jockey wheels
- Allen key head bicycle bolts, nuts and washers in assorted sizes

This list isn't completely exhaustible, so if you have any part you may consider suitable, please donate. As previously indicated, this is purely an exercise of collecting only serviceable parts, not a means to dispose of cycling junk you may have accumulated in your shed.

Please bring along your donations to the next CTAWA Social Night at the Rise in Maylands on Thursday 24 June 2021. Otherwise contact Trevor on 0402 029 608 or teebs50@gmail.com to arrange alternate collection.



NEW CTAWA SLEEVES

The new CTAWA sleeves have arrived. They provide protection from the UV rays and are brightly coloured to enhance your visibility on the road. They're \$20 a pair.

Contact : Liz, 0423207258 or email clothing@ctawa.asn.au for any enquiries or orders.

50KM ACHIEVEMENT RIDE

Sunday 7th March 2021



Udeni heading up the hill on Muchea East Rd

It was a coolish day for early March in the mid twenties, with cloud that cleared by the end of the ride. The 50km route is as simple as possible, starting at Bullsbrook it's follows the valley to 'The Village Green' in Chittering, a small loop then back the way you came. The valley is quite scenic with green paddocks, orange groves, vineyards, forest and only a short distance from the city. The hills along the way aren't too steep and the roads mostly quiet apart from the occasional motor cycle club and touring motorists.

As CTAWA members turned up they were signed in and free to head off. You had four hours to complete the ride which is easily obtainable even for the slowest rider. Many headed off at a great rate of knots, I suspected they wanted to finish early then have enough time to get to the Gingers Roadhouse for the traditional coffee break and after ride chat. Patrick and Yew Li had brought a picnic hamper for a small break along the way, very chilled.

The ride starts with a long hill up the escarpment then a lovely sweeping descent to the Brockman River then a series of small ups and downs. At the Village Green we did a right turn, then past a few wineries and a left turn at Muchea East Rd for a long climb up the hill, then a brilliant downhill to finish the loop. A few times along the way the peace and tranquillity was temporarily destroyed by the distant sound of an angry swarm of hornets approaching which turned into a crescendo of eardrum bursting motorcycles flying past us. Udeni and I cycled at a similar slow pace and stuck together and we were last to complete the ride. I've just got to do two more achievement rides for the holy grail, the CTAWA coffee mug.

Afterwards I loaded up the bike and drove to Gingers Roadhouse to join the others for a chat and coffee. Patrick and Yew Li arrived before my coffee arrived so they must have set a cracking pace on the tandem from when I left them at Bullsbrook.

It's a scenic and easy ride, so come along next time and become an achiever.



Quiet country roads



Like moths to a flame, a new bike attracts other cyclists



Traditional coffee break at Gingers Roadhouse after the ride

SOCIAL NIGHT AT 'THE RISE' MAYLANDS

25th March 2021

The first speaker of the night was Guy Taylor. He has travelled on many solo cycle touring adventures around WA, mostly into the desert regions, leaving from his home and returning by bus. He has had the same touring bike and tent for 20 years and uses a third wheel attached to his bike to carry extra gear. Guy has a YouTube channel [The Constant Cyclist - YouTube](#) which you can subscribe too and it has some vlogs of his latest trips.

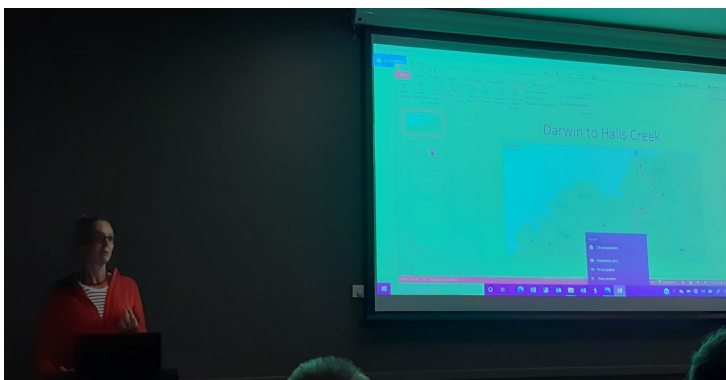
Some useful tips from his talk were Guntree is great for finding bargains, one litre cool drink bottles are better for storing water than sports bottles as there is less chance of a leakage and it's best to leave your water bladder packed on top of the pannier as it's easier to access.

Unfortunately, Guy had an accident a week later on his cycle tour to Cape Arid during a fast descent into York. He spent a few days in hospital and is recovering at home with a broken collar bone and multiple grazes.



The next speaker Pippa Engledow gained super-woman status with her arduous bike packing journey from Darwin to Halls Creak, enduring a record heat-wave and rocky and corrugated dirt roads. These extreme conditions pushed her to the limit and on some days she consumed about 9 litres of water. Much of the route was sparsely covered with trees so lacking in shade. There were many waterholes to camp at along the way with cane toads and thirsty mosquitos.

Some useful tips from Pippa were to be very careful of the traffic, especially road trains, on the dangerous Stuart Hwy between Darwin and Katherine. Don't forget to use a strong insect repellent at the waterholes or you'll be the main course and use a white helmet and white shoes when travelling in hot conditions. To start the day she recommends porridge and then tuna with cous-cous for later meals. Also add electrolytes to your water to prevent dehydration.



OUT AND ABOUT

The CTAWA have day rides around Perth on Wednesday and Sunday mornings and have fortnightly night rides in Summer. Here's some photos.



Perth's own Stelvio Pass at West Swan.



A well earned coffee at City Beach.



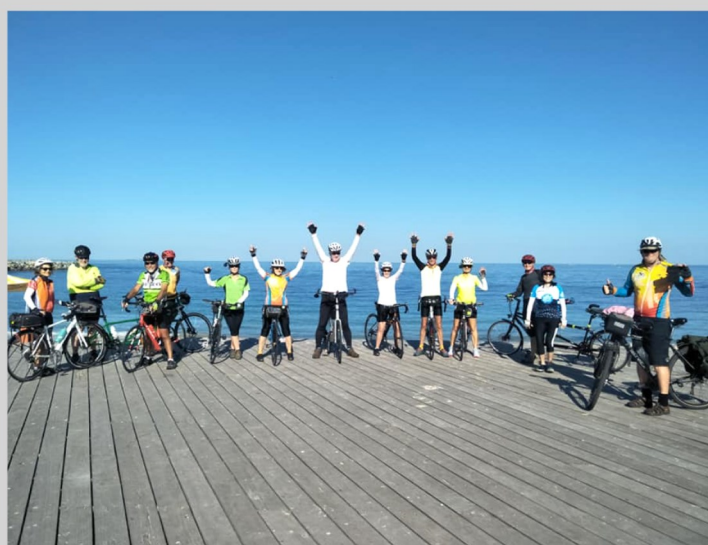
Scarborough Beach.



Checking out the autumnal vineyards in the Swan Valley.



Heading up the coast at Quinns Rocks.



"Don't shoot" at Bathers Beach, Fremantle.



VLOGS AND BLOGS

1. Travel with Bud and Doc across the Northern USA on the TransAm [Seeking a Warrior's Death, Part I: The Northern Tier - CycleBlaze](#)
2. Will and Jenny ride the Munda Biddi [wiljen's Munda Biddi, End to End Ride, 2021., by Will Colquhoun \(crazyguyonabike.com\)](#)
3. The Two Wander Yonder team cycle the south of France [Bikepacking France - SUMMER cycling on the French Riviera WOW! - YouTube](#)

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

IS PERTH THE WORLD'S GREATEST CYCLING CITY?

By Randell Holland



CHALLENGING THE CONVENTIONAL WISDOM

Google 'The world's best cycling cities' and you'll inevitably get a list of overwhelmingly European cities with Copenhagen or Amsterdam leading the pack depending on which has built the latest cycling bridge ([These are the world's best cities for cycling - Lonely Planet](#)) These rankings are determined or influenced by Copenhagenize Urban Design who use an [index](#) to calculate various world cities bike 'friendliness'. Of course these parameters give an overwhelming bias to their cities. One of the more bizarre parameters is that any city that has a more than 20% bicycle helmet usage is not eligible which would eliminate any city in Australia and New Zealand as the wearing helmets is compulsory here. Another crazy parameter is bonus points are given to cities with lots of cargo bikes, which would only favour the flattest of cities and slow up other cycle traffic. Well I cycle a lot around my city with my touring club (Cycling Touring Club of WA), friends and also solo and I reckon it's the best cycling city in the world for many reasons. Frankly, I'm sick of cities like Perth being treated like 'chopped liver' by the Eurocentric cycling snobs, so I've come up with a list of more common sense parameters which I believe make a city a pleasure to cycle around, I'll call it the 'Perthize Index'. By the way I've been to both Amsterdam and Copenhagen, they are both charming cities and I applaud the way they have embraced the cycling culture and their high cycling participation rates, however I also believe that cycling in many other cities would be far more enjoyable. Amsterdam, you are claimed to be the pinnacle of a cycling paradise so I'll do a comparison with Perth in the index.

THE 'PERTHIZE INDEX' (Perth Vs Amsterdam)

1. Freedom (of the open road). How many obstacles such as traffic lights, tram tracks, slow cyclists, cargo bikes etc. do you have to deal with or can you choose your own speed cycling down open pathways with underpasses and bridges. In Perth we have a comprehensive network of PSP (Principal Shared Pathways) and quiet streets along train lines, freeways, rivers and the coast. We do have to share the PSPs with pedestrians, however it's only a problem in a few heavily pedestrianised areas where you just have to slow down a bit and ring your bell. From the city you can travel south at unlimited speed along the freeway PSP for 60kms and north to Osborne Park 10kms without stopping. It is also legal here to cycle on footpaths which can come in handy to avoid some busy roads. Amsterdam has multiple intersections it shares with cars and heavy, slow moving cycling traffic.
2. Topography. The city of Perth is mostly flat to undulating with some hills to give great views. From Kings Park and near the coast there are some steep hills to make the cycle interesting. No vistas or hills in Amsterdam.
3. Weather. You can cycle mostly year round here. In summer you may have to get up early to beat the heat, rarely in winter is a day totally rained out and you hardly ever see fog. Amsterdam has very frigid and grey winter months.
4. Scenery. Many of the PSPs are along the Swan and Canning Rivers and you can safely cycle along the coast from Woodman's Point to Burn's Beach for 60kms so water views are omnipresent. Various water activities such as yachting, kite surfing, canoeing, para-sailing, surfing are to be seen. Alas there are no views of snow covered peaks or volcanoes here or in Amsterdam.
5. Pollution. Overall, I'm in no doubt that Perth would have much cleaner air than Amsterdam due to our low population density and lack of heavy industry.

6. Cycle Friendly Public Transport Network. In Perth you can take your bike on our train network for no extra expense, whereas in Amsterdam it's an expensive additional ticket for the bike. Often I cycle to the coast then catch the train back to my starting point. Like Amsterdam, this is not allowed during the rush hours.
7. Parks. Kings Park just west of the city is 1000 acres of mostly native vegetation with 40kmph roads to cycle on and along the Swan and Canning Rivers are numerous parks with PSPs for safe cycling.
8. Cafes. Perth is blessed with many cafes along the Swan and Canning Rivers and up and down the coast. Most have shady outdoor areas where they bring your coffee and muffins/cakes to you.
9. Public Toilets. Dotted around the city are free, clean toilets and they're much appreciated when they are needed.
10. Variety of Rides. Whether you're into racing bikes and like riding in pelotons at 40kmph on quiet streets, commute to work or love downhill mountain biking along gravel tracks with jumps and burrs, we have it here. Also there are numerous rail trails in the hills east of the city and Rottnest Island off the coast is a safe place to take children bike riding and also has cute furry Quokkas too.
11. Attitude of Motorists, Pedestrians. OK, Most of my cycling experiences here are overwhelmingly positive with other road and PSP users but sadly cyclists here still don't get the amount of respect they would get in Amsterdam's streets. Amsterdam, I concede defeat of this parameter on the 'Perthize Index' of pleasurable city cycling.
12. And lastly, Perth is lucky to have an active cycle touring club run by volunteers with many organised day rides and tours for socially minded folk who love cycling.

Happy urban pedalling

Randell



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)



NOW BOOKED OUT

2021 OYB ANNUAL TOUR – “HEART OF THE GREAT SOUTHERN”

2 OCTOBER to 10 OCTOBER 2021

The 2021 On Your Bike tour will be in its 33rd year, we are hoping you can come along and join us. The tour starts in the lower fringes of the Wheatbelt Region at Narrogin, crossing over and sometimes following the Great Southern Highway and Great Southern Railway (now only used for freight). The tour route will make its way through rolling plains, encompassing rich farming land, along the way staying at Darkan (a longer day ride option will be offered on this route from Williams to Darkan), Wagin, Katanning, and then heading eastwards to Nyabing, north to Dumbleyung, Wickepin and back to Narrogin. The rest day is in regional Katanning that likes to be recognised as the ‘heart’ of the Great Southern. The town that started at the end of the 19th century is sprinkled with heritage buildings and is now known as a town with a rich cultural diversity and interest. The massive All Ages Playground that sits alongside the Great Southern Highway and main entrance to the town centre, is now recognised as one of the most iconic playgrounds outside the metropolitan area.

More details will be in the tour brochure, which should be on the CTAWA website by the end of May 2021 or you can contact Brian McAuliffe on 0438110571 for further information.



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)**

Achievement riders in 2021

50 K	100 K	5000 in 4
John Farrelly		John Farrelly
Christine Liddiard		Christine Liddiard
Liz Marshall		Liz Marshall
Richard Marshall		Richard Marshall
NFP		NFP
John McMahon		John McMahon
Linda Tompkins		
Eric Toccock	Eric Toccock B	Eric Toccock B
Rita Miller		
Cliff Miller		
Patrick Clancy		Patrick Clancy
Yew Li		Yew Li
Bruce Shaddock		Bruce Shaddock
Udeni Gunasekera		
Trevor Knox		
Stuart Crombie		Stuart Crombie
Kleber Claux		
Randell Holland		Randell Holland
Connie		
Noel Eddington		
Silvia Klemens		Silvia Klemens
Jeremy Knowles		Jeremy Knowles
Steve Digwood		Steve Digwood
		Greg Atter
		Ann Wilson
		Don Ward



5000 in 4 Achievement ride. Brookton Hwy

Merit	50 and 100 km, and 5000 in 4
Achiever	50 and 100 km, and 5000 in 4 plus any one of: Century Challenge or 200 km or 300 km or 10,000 in 8 or
Challenge	50, 100, Century Challenge and 200 km, and 10,000 in 8
Super Achiever	50, 100, 200, and 300 km and 10,000 in 8

CTA clothing is available as follows:

CTA jerseys: \$55 Short Sleeve, \$60 Long Sleeve.

Short Sleeve sizes S, M, L, XL, 2XL and 3XL, \$55

Long Sleeve sizes S, M, L, XL and 3XL, \$60

CTA Socks Yellow/blue and Red/yellow socks Sizes 2-8, 7-11, 11-14 with CTA logo — \$10 a pair

CTA Sleeves. Yellow \$20

Safe-Zone Mirror The 57 mm diameter 'Safe-Zone' mirror gives improved vision of vehicles and 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.



NOZKON, The most stylish and versatile nose sun protection device to date, the Noz-Kon (pronounced "nose cone"). Simply attach the adjustable hook & loop strap onto your glasses or goggles and go! NozKon.com - [The newest technology in sun protection for the nose](http://NozKon.com). The CTAWA has bulk-purchased some tan NozKons and are available for \$12-00 each.

Contact : Liz, 0423207258 or email clothing@ctawa.asn.au for any enquiries or orders.

Southern Dams and Murals Tour (to Collie)

Monday 1st November to Monday 8th November 2021



The Southern Dams and Murals Tour will visit a number of dams south of Perth, in the Waroona, Harvey and Collie areas. The tour will also be visiting towns and locations on route to see many murals, including the recently completed mural on the dam wall of the Wellington Dam.

The tour has two options:

- an 8 day (7 night) pannier tour that starts and ends at the Mandurah Train Station, or
- a shorter 3 day (4 night) spoke tour that is based in Collie

The 8 day tour will have overnight stops at Waroona Dam (Lake Navarino) and Logue Brook Dam (Lake Brookman) and arrive in Collie on the third day for four nights. The return trip will have one overnight stay in Harvey.

Accommodation will be arranged for those participants that wish to camp (for all or some of the nights), and a shared house for all participants in Harvey (maximum of 18). Participants are also welcome to arrange their own alternate accommodation.

More details for this tour will be added to the website shortly.

Enquiries: Christine 0400 570077



2021 CTAWA CHRISTMAS-IN-JULY LUNCHEON

The organisation of a weekend overnight cycle tour to celebrate Christmas-in-July is becoming more problematic due to the shortage of sufficient overnight accommodation to cater for our group in appropriate venues reasonably accessible from Perth.

Therefore, in a departure from previous practice, this year the Club will be holding a Christmas-in-July luncheon on a Sunday afternoon instead. An event of this nature is easier to organise and doesn't involve the requirement for overnight accommodation for attendees.

The Woodvale Tavern (British pub style venue), 143 Trappers Drive, Woodvale serve a three course (traditional Christmas fare) carvery roast with soup and desert for \$34 per head. Scroll down to the bottom of this link to view details <http://thewoodvale.com.au/tavern/menus/>

The venue will arrange to set up designated tables to cater specifically for our group and will even decorate with Christmas trimmings.

In keeping with previous formats, this event will still incorporate a cycle ride with a route of 20km from Britannia Reserve, Leederville up the Mitchell Freeway PSP to Woodvale. Participants could also opt for other alternatives with the Edgewater Train Station 3km from the tavern or driving to the venue in the event of inclement weather.

This event will be held **on Sunday 18 July 2021**, with the cycle ride set to **depart from Britannia Reserve, Leederville at 10.30am** to arrive in Woodvale in time for luncheon service which gets underway from noon.

A general reservation has been made at the tavern for up to 30 guests, with numbers to be confirmed later with individuals to pay separately for meals and beverages.

To assist with catering for our group size, your conformation of attendance to Trevor on 0402 029 608 or teebs50@gmail.com would be appreciated.

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.

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

2021

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.