

# THE CHAIN LETTER

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

Spring 2022

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## PRESIDENT'S REPORT

The best time for riding is upon us. And the CTAWA has some great rides for you.

On Your Bike 'Southern Forests' around the jarrah, karri and pine forests is on from 15-23 October. This years OYB is led by Brian and Christine and their hard working committee so you can be certain it will be well organized and cater for riders of all abilities. This year's tour will be a bit of an experiment with a limited number of riders bringing their e-bikes to enable them to keep riding with friends even if their bodies are less inclined to follow. If you like trees you'll be on this tour. Then the Australind Spoke Tour from 27 November to 2 December will then take us into summer.

The ever popular Wednesday and Sunday rides are in full swing with many being led by an emerging cohort of new leaders. Occasional Thursday and Friday lunch rides are also happening which is fantastic. As the weather warms up towards late spring the short Night Rides to local venues for a meal will be starting up again. These are run over summer and are usually held on every second Thursday night.

A Ride Leaders BBQ is being put on to thank those who have put themselves up to lead rides over the last year as a way for your club to show our appreciation of your efforts. Thankyou all.

The Social Nights series organised by Yew Li and Patrick is being well attended with talks on tours that people have done, how to get yourself, your tour mates and your bikes set up for tours and up next, a history of touring in the CTAWA (some of the speakers are so old that they can relate tales of camp cooking by kerosene lamp and probably using flame vulcan-

ised tyre patches!). The social nights are also turning into a useful Swap Meet venue where parts belonging to your the bike you loved dearly before getting your current dream machine, cycle clothing that won't fit in your closet and similar bike related paraphernalia can be exchanged.

Now that the rain is finishing and mornings are getting less bracing I encourage everyone to get out there, ride safely, ride often and ride with your friends at the CTAWA.

Regards,  
Stuart



## UPCOMING EVENTS

### Tours and Events. Put these in your calendar.

- **Social Night: The Whys and Wherefores of OYB Tour** on 7pm 6th October 2022 at The Rise, Maylands.
- **On Your Bike—Southern Forests** on 15th—23 October 2022 *Click this link for details* [2022 On Your Bike – Southern Forests](https://ctawa.asn.au/2022-On-Your-Bike-Southern-Forests) [Cycle Touring Association of Western Australia \(Inc.\) \(ctawa.asn.au\)](https://ctawa.asn.au/)
- **Australind Spoke Tour** on 27th November—2nd December 2022. [Australind Spoke Tour](https://ctawa.asn.au/Australind-Spoke-Tour) [Cycle Touring Association of Western Australia \(Inc.\) \(ctawa.asn.au\)](https://ctawa.asn.au/)

**CTA LEADERSHIP****PRESIDENT**

Stuart ☎ 0409882931  
[president@ctawa.asn.au](mailto:president@ctawa.asn.au)

**VICE-PRESIDENT**

David ☎ 0404363870  
[abitcontrarian@iinet.net.au](mailto:abitcontrarian@iinet.net.au)

**SECRETARY**

Doug ☎ 0423177501  
[vodallen44@yahoo.com.au](mailto:vodallen44@yahoo.com.au)

**TREASURER**

Chris ☎ 0438249897  
[treasurer@ctawa.asn.au](mailto:treasurer@ctawa.asn.au)

**RIDES COORDINATOR**

Connie and Noel ☎ 0407640012  
[rides@ctawa.asn.au](mailto:rides@ctawa.asn.au)

**EDITOR**

Randell ☎ 0468767405  
[editor@ctawa.asn.au](mailto:editor@ctawa.asn.au)

**WEB SITE**

Gus ☎ 0401176323  
[webmaster@ctawa.asn.au](mailto:webmaster@ctawa.asn.au)

**CLOTHING**

Liz ☎ 0423207258  
[clothing@ctawa.asn.au](mailto:clothing@ctawa.asn.au)

**OYB TOUR LEADER**

Brian ☎ 0438110571  
[oyb@ctawa.asn.au](mailto:oyb@ctawa.asn.au)

**ACHIEVEMENT RIDES**

John ☎ 0400361406  
[achievementrides@ctawa.asn.au](mailto:achievementrides@ctawa.asn.au)

**SOCIAL COORDINATOR**

Yew Li ☎ 0403288881  
[social@ctawa.asn.au](mailto:social@ctawa.asn.au)

**TOUR COORDINATOR**

Trevor ☎ 0402029608  
[tours@ctawa.asn.au](mailto:tours@ctawa.asn.au)

Please send all correspondence to:  
**PO Box 174 Wembley WA 6913**  
**CTA Email: [info@ctawa.asn.au](mailto:info@ctawa.asn.au)**  
**Website: [www.ctawa.asn.au](http://www.ctawa.asn.au)**

**DEADLINES:** Contributions for the next issue (Summer 2022) should be sent to the Editor ([editor@ctawa.asn.au](mailto:editor@ctawa.asn.au)) no later than **25 November 2022**.

**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](mailto: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](mailto:members@ctawa.asn.au)

**Safety Issues**

**If you have safety issues — email [info@ctawa.asn.au](mailto:info@ctawa.asn.au)**

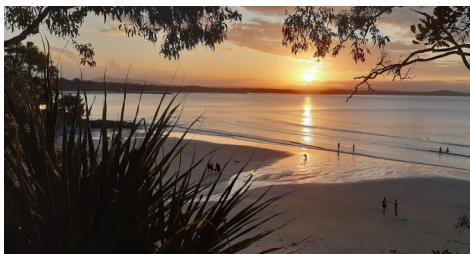
All riders are encouraged to report path and road hazards observed during their rides. You should email a clear summary, subject 'Hazard report', including details of the location and the problem (with a photo if you have a camera at the time) to: <https://www.transport.wa.gov.au/activetransport/online-hazard-report-form.asp> and/or [enquiries@mainroads.wa.gov.au](mailto:enquiries@mainroads.wa.gov.au) (send a copy to [info@ctawa.asn.au](mailto: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.

# Queensland Rail Trails Tour (QRTT)

Wed 4<sup>th</sup> May to Sat 21<sup>st</sup> May, 2022

*Written by Christine L*



On a not so sunny day in Brisbane (the capital of the 'Sunshine State'), the six participants of the QRTT met at The Garden Room café in the Roma Street Parkland for a casual start for what was to be a tour that tested many of us over the 18 days ahead. After the first of many coffee stops, these enthusiastic cycle tourists spent the first day of the tour doing a leisurely ride on some of the many bike paths in Brisbane. Crossing the Brisbane River, passing the Gabba and following the curves of the river, we arrived at the University of Queensland in the suburb of St. Lucia, where our tour leader, Stuart entertained us with tales of his youthful antics while a student at the campus. Later it was up the first of many hills to be climbed over the rest of the tour.

The Mt Coot-tha Forest is 5kms from the CBD and is Brisbane's largest conservation reserve with more than 1,500 hectares of open eucalypt forest. It is popular for outdoor activities such as picnics, bushwalking and mountain biking. Mt Coot-tha has an elevation of 278metres and the lookout was 7.4km along the scenic Sir Samuel Griffith Drive which had gradients up to 12%. Lunch and milkshakes all round and then it was the much faster descent back to Brisbane and the Roma Street Parkland.

On Day 2, The Garden Room café was once again our meeting point (and coffee) before riding out of Brisbane for Ipswich. We rode on bike paths around to the rear of Mt Coot-tha before passing through 'The Gap'. It was a late lunch at Pullenvale, then onto Moggill for a river crossing of the Brisbane River on the Moggill ferry. We rode into Ipswich as the sun was about to set, stopping at Limestone Park for views of the Great Dividing Range. Coles for shopping, then a 5km ride in the dark to the caravan park.



With overnight rain in Ipswich, the water-proofing of our tents was tested. A stop at Tallegalla Cemetery where Sid Cotton is buried. Sid is said to be the person on whom Ian Fleming based his fictional character, James Bond. It was then onto Rosewood for coffee and lunch, followed by Spicer's Hidden Vale, the property that was in Stuart's family from 1939 to 1992 (and Stuart lived there from the age of 8). Stuart reminisced about growing up on the property, including advising what the many different buildings were used for when his family lived there. Refreshments, including scones with jam and cream (thanks Steve), were enjoyed at the bar/restaurant, before riding the remaining 17 kms to Laidley. An unexpected sight was seeing cotton growing on the way to the Lake Dyer Caravan Park, just out of Laidley. That evening we went to the Potter's Plainland Hotel for dinner, with the hotel providing a shuttle bus to transport us the 10kms to and from the hotel.

From Lake Dyer it was less than 3kms back to Laidley the next morning for a stop at the bakery for coffee and cake. Then it was an easy 37kms on flat quiet roads through large market garden areas: cabbages, pumpkins, corn and many seedlings too small to identify as we rode by. A leisurely lunch was had at Coominya before we started on the Brisbane Valley Rail Trail (BVRT) for the 24kms to Esk.



The first section of the former Brisbane Valley rail line (which the BVRT now follows) was officially opened in June 1884, with further sections being opened in later years. The final section to Yarraman was opened in May 1913. The rail line was eventually closed in 1989, with the removal of the rail line commencing in 1993.

The first section of the BVRT was opened in 2003. Over the next 15 years, further sections (non-continuous) were completed with the final section being opened in August 2018. The BVRT is a shared use recreational trail for walking, cycling and horse riding. On the trail, horses rule, as cyclists give way to both horses and walkers, and walkers also give way to horses.



Our first time on the rail trail was eventful... A group riding horses, a jogger, a shallow river crossing (wet feet), Jane's free wheel locked which resulted in her having a horizontal dismount, Stuart had a tyre malfunction and there was a bit of drizzly rain. Steve went ahead to check in at the caravan park in Esk. Having arrived earlier, Steve had his tent up when the rest of us arrived. Shortly after, while deciding on where to pitch our tents, the rain started pouring down. Bruce asked about sites under cover and the rest of us put our tents up under shelter, although Jane and I had to move as our first site flooded!

Following the closure of the rail line, the bridges on the line were not maintained and have deteriorated such that they are not used as part of the rail trail. Instead, in most cases, concrete paths have been laid. These go down the river slopes, generally have a concrete causeway at the bottom, then a concrete path up the other side. On the section from Coominya to Esk, these rivers were much steeper and our bikes were pushed down and up the banks of four rivers.

Day 5 was a rest day in Esk. Esk is a popular holiday destination and as it was Mother's Day, there were many people in town. No riding... instead, the day was spent doing a lot of walking. We also met a group of 12 ladies riding the trail in the opposite direction, however, they were on e-Bikes and having their gear transported.

Rejuvenated after our rest day, we rode onto Linville. Although the trail was wet in many places, it was easy to ride. There were also either several gates to go through or grids to ride over. After a stop in Toogoolawah for coffee, we rode through the only tunnel on the trail, the heritage-listed Yimbun Railway Tunnel. This tunnel, was completed in 1910, and is straight, semi-elliptical, concrete-lined and 100.58m in length.

After Linville, we were on our way to Yarraman, stopping at Blackbutt for a visit to the Blackbutt bakery for lunch, however as we didn't arrive until after 12:00, they had sold out of their famed vanilla slices! The former Blackbutt station building is now a museum for the Australian tennis player, Roy Emerson. Roy spent his early years near Blackbutt and as a 10 year old was the B-Grade Regional Tennis Champion. Later, between 1959 and 1971, Roy won 12 single Grand Slams, and 16 double Grand Slam titles - winning both single and doubles championships in all four Grand Slam competitions.

With only 19kms of the BVRT remaining after leaving Blackbutt, the thought was that getting to Yarraman wouldn't take too long. However, we didn't know about 'Blackbutt mud'! A few kms along the trail there was a gully with a gentle slope and a narrow strip of grass in the middle. What wasn't realised was that the soil on each side of the grass was 'Blackbutt mud' - it stuck like glue to our wheels, clogging up so much that the wheels no longer turned. It took at least an hour to remove enough of the mud to continue riding again.

Further along, at the Cooyar Creek crossing, the river was flooded. Stuart managed to get through, however, didn't recommend it - the rest of us rode 5.5kms on the D'Aguilar Highway to arrive in Yarraman (on the BVRT, and being mostly flat as it was along the Bear River, Stuart had the longer ride, with 8.5km to get to Yarraman). With the caravan park being 1.5km from the hotel, we had another ride in a courtesy shuttle bus to (and from) the hotel for dinner.

From Yarraman we left Randell behind (as he was planning to visit a friend in Harvey Bay and to later re-join us in Noosa). On the recommendation of locals, we rode the well-maintained gravel road through the State Forest instead of taking the busy New England Highway. Through the forest was very peaceful with no traffic. This was followed by another gravel road for some distance where we passed a black cow on the edge of the road, who kept an eye on us as we went by. Further along, the 'purple line' wanted us to turn right onto a road that didn't exist (gazetted, but never built!). We continued straight until arriving at a flooded river crossing - Tanduringie Creek.

Stuart walked across and with the depth being some 40cms we backtracked the last 2-3kms and took another road, passing the Tanduringie Primary School, before taking the Kingaroy-Cooyar Road for the remaining 5kms to Maidenwell (this added approx. 10kms to the ride). The Maidenwell Trading Post was well stocked with a good selection of hot pies, which were enjoyed for lunch with coffee and/or hot chocolates. As the weather was cold, a vote was conducted and we stayed the night in the Maidenwell Hotel. In the afternoon, most of us rode the 2kms out to the Coomba Falls, which were flowing with lots of water being downstream of the Tanduringie Creek crossing we had previously turned around at.

Next morning it was the 28kms up to the Bunya Mountains. A daunting sign on leaving Maidenwell stated:



Seems as if the 'steep climb' was Ok for cyclists! As hoped, the first 18kms were only a gentle climb with some rolling hills, a total of 3kms of gravel (in three sections), and a river crossing with water approx. 15-20cms deep across the road. Shortly after, the real climb started, crossing a cattle grid, a sign warned us of a "very steep" climb for the next 1.02kms. This was followed by more "very steep" sections with lengths of 600m, 1.58kms and 400m. Most of us spent varying amounts of time pushing our bikes up gradients of up to 19% - well done to Bruce, who reported he rode the whole way. The journey up to the Bunya Mountains also included travelling through an area of cloud forest, where the visibility was very limited and the air very damp.

Arriving at the Bunya Mountains National Park, lunch and hot chocolates were the order. As the forecast was for significant rain, we took the opportunity to say in the self-contained motel units, complete with log fires. The afternoon was spent doing one of the many beautiful and serene walks within the National Park. There was also some bike maintenance carried out (bike cleaning and replacing worn brake pads). We learnt about the Bunya Pine, where the Bunya nuts grow up to 30cm in diameter and can weigh up to 10Kg. Understandably, you have to be careful walking around the Bunya Pines when the nuts fall from the trees, usually in February/March.





Our second rest day was in the Bunya Mountains. Staying in the warmth of the log fires in our motel units was very tempting (even the wallabies sheltered under the carport opposite). However, Jane & I went out for a very enjoyable walk up to the Bunya Mountains Outlook near Mt Mowbullan (1,101m).



On Day 11, we left the Bunya Mountains behind on what our tour leader advised would be “downhill all the way to Kingaroy”. Wrong! First there was the ridge along the mountains which included ups and downs – the ascents totalled 503m in the first 7.5kms! After that, it was only ‘mostly’ downhill for the remaining distance to Kingaroy.

Kingaroy is known for being a peanut growing area and the Peanut Silos dominate the town’s skyline. It now also has one of ‘Australia’s Big Things’... the Big Peanut, which was officially opened on 1st April 2022. Personally, for a ‘big thing’, this one was disappointing. Dinner was at the local RSL, where Pumpkin Scones were also enjoyed.

At 106.1kms, Day 12 was our longest day. Initially we rode on the sealed Kingaroy to Kilkivan Rail Trail until after Wondai where a flooded river crossing meant riding back some 11kms on the Rail Trail to Wondai. It was then the Bunya and Wide Bay Highways through Murgon and Goomeri to Kilkivan. As there had been significant rain for a couple of days which caused flooding in the Mary River region, Randell had been stopped at Kilkivan for three days and his smiling face was there to greet us when we arrived. It was good to see him again and to have him join us for the rest of the tour.

The next morning after leaving Kilkivan, our first stop was in Widgee (coffee and cake), then onto Gympie for lunch. Four of the group didn’t notice, or mistakenly believed a ‘Road Closed’ sign hadn’t been removed (and should have) and missed a turn. 2-3kms down the road and they had to U-turn. One of the four (Steve), took up the offer from a local for a ride in his ute back to the missed turn. Lunch and supplies bought for the night’s meal and we were on our way to the Cobb & Co campground in Tandur (about 12kms south of Gympie).

Heading south out of Gympie, we were stopped by another Road Closed sign (roadworks!). A phone call to the campground owners and we had alternative directions to get to camp. This meant riding just over a km on the fairly wide shoulder of the Bruce Highway. Fortunately, the start of the Motorway to Brisbane meant we then went onto the ‘Old Bruce Highway’, which was much, much quieter and pleasant to ride. We arrived at camp as the sun was about to set, a bit before 5:00pm.

Some 40 minutes after leaving the Cobb & Co campground the next morning, we had views of the Glasshouse Mountains. Later we rode through Cooran and Pomona before stopping at Cooroy for coffee and one of the best salad rolls I’ve ever had. A 4.5km ride up Lake MacDonald Drive (where we were caught in a 5 minute downpour) and we arrived at the Noosa Botanic Gardens. The Gardens, on 8 hectares, were officially opened in 1990 and feature tropical and sub-tropical plants from Australia and overseas. 80% are native species, with 40% being endemic to the local region. It also has a Grecian amphitheatre that overlooks Lake MacDonald. After riding back to Cooroy, we took the Cooroy Noosa Road down to Tewantin where we had a ferry crossing of the Noosa River. We then rode the remaining 7kms to the Noosa North Shore caravan park.



After having our dinner in the spacious camp kitchen at Noosa North Shore, the heavens decided to open up in a big way. Rumour has it that some 25mm of rain fell in about half an hour. Lots of flooding resulted. All tents (except for mine) were flooded, as were the tents of three students of a school group from Bundaberg. Tents were moved, with people spending the night on the verandah of the park office or undercover in the camp kitchen.



The next morning, needless to say, there was a unanimous decision not to spend our final rest day on Noosa’s North Shore. We rode the 18.8kms into Noosa Heads and stayed at an AirBnB on Hastings Street. The afternoon was spent enjoying an ice-cream on Hastings St, followed by walks along Noosa beach and part way around Noosa Heads. Noosa Surf Club for dinner, overlooking Noosa beach (although it was dark).

The next day was the “BIG” climb to Maleny! We stopped at Eumundi for coffee and cake, and later had lunch in Nambour (where cane train lines still run through the main street). After Nambour, the climb started. With gradients reaching 20% for what seemed like very long distances, it was really tough. On the plus side, there were several lookouts along the way that had great views. Once reaching higher grounds, it was through the towns of Flaxton and Montville and finally, Maleny (once again in the dark).

A check with Stuart confirmed that the reason for going to Maleny was to see platypus in the Maleny River. I’m so glad that at least Randell did see a platypus.

As the overnight stay in Maidenwell, a week earlier, was not on the original itinerary, we were one night behind schedule. Hence we decided to forego Woodford and head straight for Redcliffe. After the ascents getting to Maleny, we were aware there were some steep descents to get back to lower ground. We all safely made it and stopped at Landsborough for coffee and cake. Then onto Caboolture for lunch, where there was some rain for several minutes. Many states in Australia have painted silos. In Queensland they have painted water towers. The only one we saw was in Caboolture.

From Caboolture it was to the coast at Deception Bay (it was very desolate looking) and then to Redcliffe and our caravan park for the night. In the evening, we wandered





through a memorial to the Bee Gees on 'Bee Gees Way' in Redcliffe, went to an Indian Restaurant for dinner and walked out on the Redcliffe jetty.

Our last day was riding back into Brisbane. Unfortunately, this was by far our wettest day... it hardly stopped. Most days we had been very lucky to have either no rain, or only drizzle or short showers, but this day the wet weather was almost continuous. This was very disappointing, as we rode mainly along three fantastic bike paths: the Moreton Bay Cycle Way, The Boondall Wetlands Cycle Way, and the New Farm-River Cycle path (along the Brisbane River). As would be expected, our final coffees (or hot chocolates) were at our starting point, The Garden Room café in the Roma Street Parkland.

This tour had its challenges. Route changes due to flooded river crossings and/or road works; bike mechanical issues - free wheel hubs malfunctioning, worn brake pads, split tyre (although it was likely the tyre may have been past its use by date!), front panniers jumping off their racks; Blackbutt mud; and long steep climbs; to name a few. The long steep climbs were the most difficult for me, particularly when travelling full pannier and carrying some 20-25kg extra. I find gradients of around 10% and higher, difficult at any time and do not have an issue with pushing my bike, however, doing so continuously for several kilometres becomes extremely tiring (as well as being time consuming). Regardless of the challenges, I am very glad to have done the tour.



To Stuart, a huge Thank You for all your efforts in organising this tour. Planning began in 2019 and the tour had to be rescheduled twice, in both 2020 and 2021, due to COVID restrictions. Stuart's local knowledge of the area was informative (adding at times, quirky historical titbits) and also invaluable, particularly when changes to some of the daily routes were required due to road closures as a result of flooding. Stuart, once again, thank you for a great tour (even with all the water!).



The CTAWA Queensland Rail Trails Tourers celebrate their safe return to the start point at The Garden Room Café in the Roma Street Parklands



## 23 ½ Make it to Toodyay and Back (by David)



The Queen's Birthday long weekend, (4 - 6 June, why the rest of Oz has the Queen's birthday the following week is beyond me:- don't get me started.....?), saw 23 ½ riders make it to Toodyay and back. Now you may be asking how ½ a rider did it, did David's crank fall off and he rode one-legged, did Patrick ride a unicycle with Yew Li by herself on the Tandem, (would that be 1 ½ or 2 ¼ ?) or were the aliens involved. Read on.

There was some cheating going on, six unidentified, not so intrepid riders left on the Friday to split the ride to Toodyay into two legs – at least in their defence they all rode from their homes, not resorting to trains to Midland. Their overnight stop was at “Peace be Still” 25k or so north of Bullsbrook. By all reports that was an “interesting” and “hungry” overnight stop – probably not going to be recommended for cyclists. At least they confirmed Tailwinds Cafe at Bullsbrook was a good lunch stop, which many made use of on the Saturday.

Back to the start, Saturday saw eighteen riders setting off from Midland Train Station. A few had to ride further than they planned, Mandurah rail line closures from Aubin Grove causing some problems on the planned rail trip to Midland. (It's strange all these rail line closures, WA seems to have wholesale long term rail line closures to build / change rail lines – as Ken said “if you can close the line long term does it really need to be re-opened?”) I don't know much about the ride from Midland, as I wasn't there – all I can report is all made it to Toodyay in one piece, not a ½ a cyclist to be seen!



All 26 participants gathered at the Freemasons Hotel for an evening meal. (Hmm, 23 ½ riders, 26 for an evening meal, these numbers are not adding up?) Yeah, right, 2 unnamed persons resorted to internal combustion engine, fossil fuel burning and polluting conveyances to get themselves to Toodyay. (Ed, - Well, unnamed no more - was it Kristina and John?) Meanwhile back at the Freemasons it was a good meal in good company, and even the hungry six from Peace be Still had sufficient by the end of the evening?



Sunday morning a few turned up for an optional ride to Windmill Hill railway cutting, “one of the deepest in Oz”, ZzzzzZzzzz, an 18km round trip which completely knackered the scribe, so time for a “meditate in the horizontal position”. Not sure if the loop ride to the north happened or not, if it did I am sure those who went enjoyed it, while the sensible, less masochistic types “meditated”.

Monday's official departure time was 0900, however knowing we'd be slow this scribe and partner set off early around 0800, saying to our wonderful tour leader Christine “You'll catch up to us at some stage”. A nice

hill as we left Toodyay, there were rumours that many resorted to walking part of this bit!! In my opinion, walking is good for the soul when on a bicycle tour?

Some others also set off earlier than the official start, catching up to us around Wooraloo, with the main group catching and passing us on the Rail Trail near Midland. At Midland it was all aboard the trains for homeward travel, as and when one arrived. It was actually lucky trains were running at all, as the Midland line closure was postponed for a day due to the public holiday, phew!





Personally I found the ride from Toodyay to Midland extremely difficult and totally debilitating, took me at least two weeks to recover! (According to Komoot there was 1,380m of climbing on the return.) I had some consolation from Trevor on the train from Midland saying that he too was “quite tired, ..... and was going home for a cup of tea and a shower” - meanwhile, as the Mandurah line was still closed, Sally and I had to ride the 14km from West Perth Station, not the planned 2 km from Canning Bridge Station. Bummer!

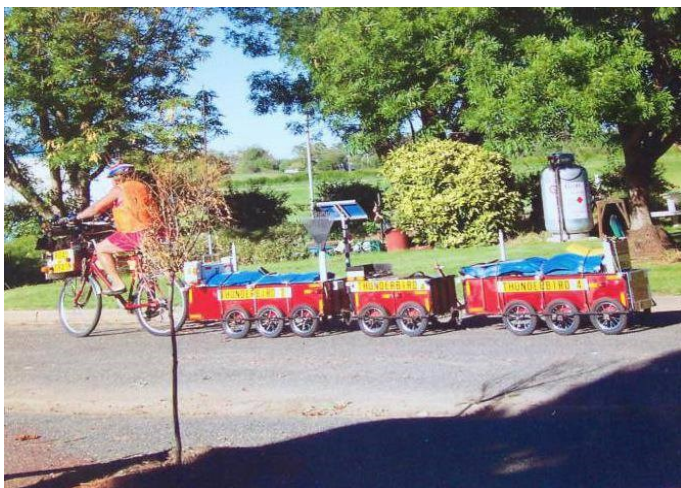
All in all an exhausting, (speaking for myself), and well planned and organised tour. I am sure we all say a very, very big thank you to Christine for organising and leading the tour – well done and a big, big HURRAH, complete with three cheers.

Finally, to explain the 23 ½, well I wrote “Toodyay and back”. A nameless rider, (Ed, - Lucy?), rode to Toodyay and re-sorted to transport back to Perth – no aliens involved!

Finally, congratulations to all, including the ½ and the two drivers:- as far as I am aware, no injuries, no accidents, just another great event.



## Some Alternative Touring Bikes



For the cycle tourer who takes lots of stuff.



Great views guaranteed.



You can cycle tour side by side.



All your touring gear is easily accessible.



## OUT AND ABOUT

**The CTAWA have day rides around Perth on Wednesday and Sunday mornings, fortnightly Thursday lunch rides in winter and night rides in Summer and extended tours. Here's some photos.**



**Celebrating Udeni turning 70 the best way, with a ride and coffee.**



**Practicing posing for his Cleo centrefold shoot.**



**Enjoying the Swan Valley**



**Having a short break at Hovea Falls on the Heritage Rail Trail**



**Checking out the pyramids**



**The CTAWA ride starting point on the river at Burswood**

## 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 ride leader 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](http://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](mailto:Sarah.Visser@givit.org.au) (0480 223 840)



## Michael's Trace the Tricycle Trail to Joondalup ride

Sunday July 24, 2022

*Written by Christine L.*

It was a chilly Sunday morning when 11 members met at the Greenwood station, for what I hope was the first of more rides to be led by Michael on his tricycle. Being vision impaired, Michael's trusted seeing eyes assistance, Kleber, advised all riders before the start of the ride that he follows behind Michael, alerting him of other path users and any obstacles such as poles, bollards and road crossings.

Leaving Greenwood station, Michael led us north on the Mitchell Freeway bike path before turning right onto the bike path just prior to Ocean Reef Road. There were then more bike paths along Scenic Drive, Wanneroo Road and Joondalup Drive, which took us around the western side and northern end of Lake Joondalup.

After a relaxing coffee stop at the Dome in Joondalup, Michael led us south along the eastern side of Lake Joondalup where two kangaroos were spotted, one of which seemed to be intent on crossing the path in front of us. However, with several riders on the path, the kangaroo hesitated and hopped back into the bush.

At Ocean Reef Road, we were led along more bike paths to continue riding south through the Yellagonga Regional Park. At one point we saw a large group of at least 20 kangaroos relaxing in the grass to our left. After riding along part of the western side of Lake Goollellal, we rode the Robertson Road cycleway returning to the freeway bike path and back to Greenwood station.

Thank you Michael, for leading such a very pleasant and enjoyable ride. And to Kleber, for aiding Michael along the way. It is very inspiring to have people in our club that show us all that with a 'can do' mindset, so much is possible, and as in this case, sight impairment is not an obstacle to being a ride leader.



## BIKES FOR SALE

Post recent house renovations, I've decided to downsize my fleet of bikes due to lack of adequate storage space.

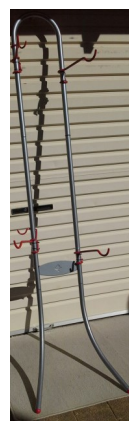
All three bikes on offer have been superseded by the purchase of newer models over the years. However despite not having been ridden much since, they have all been fastidiously maintained and kept inside out of the elements. Documentation and service history available, along with some spare parts. Frame size of all bikes is MEDIUM suitable for a person within the height range of 167-175cm or 5 foot, 6-9 inches

**2012 Vivente World Randonneur** black touring bike. Drop bars with STI levers, moly-chromium steel frame fully optioned with front & rear pannier racks, centre stand, dyno powered lights and USB charging port. No more accessories required, it's completely ready for your next touring adventure.

**2012 Giant Defy Composite** 1 white road bike. Drop bars, carbon fibre frameset with endurance orientated geometry (provides for a more comfortable seating position) and rim brakes. Shimano Ultegra drivetrain, 2 chainrings and a Shimano 105 (10 speed) cassette. Currently shod with Continental Gator Skin 700 x 28mm tyres.

**2007 Giant CRX Zero black city/road bike.** Flat bar, aluminium frame with composite forks, Shimano Ultegra drivetrain, 2 chainrings and a Shimano 105 (10 speed) cassette. Well ahead of its time for a flatbar road bike with the inclusion of Mavic Speed City wheel set with Shimano hydraulic disc brakes. Running Schwalbe Marathon 700 x 25mm tyres with SKS Raceblade mudguards. Other miscellaneous items for sale include two freestanding bikes racks capable of storing 2 bikes (one above another) along with a cow-horn style, tow-bar fitted, bicycle carrying rack to transport 2 bikes.

Please contact Trevor via email [teeb50@gmail.com](mailto:teeb50@gmail.com) to enquire.





## 210 km for Cancer Research



Last year some of you may remember me from when I gate crashed the evening events in Wagin on the On Ya Bike Tour. I was raising money for my Cancer200 ride in October. The ride raised funds for cancer research at WA's Harry Perkins Institute of Medical Research. I live in a small community in rural WA (Wagin), where cancer has had a significant impact with the loss of several prominent members of the community, including our local volunteer fire brigade captain a few years ago. In addition, a dear friend Judy Kershaw was taken last year after a long 8 year battle with breast cancer. So I ride to honour Judy and our local community members and families. I rode the first time in 2019 with a team based in Woodanilling, who had been riding for a number of years after the loss of their wife/mother to cancer and I wanted to do something. With the plethora of fund raising for different cancers, I felt The Harry Perkins was a good option as it encompasses research in all cancer types, providing treatments to improve prognoses of cancer sufferers. The ride goes from the stadium to Mandurah and back usually following an inland route on the Saturday and a coastal route on the way back, covering a little over 200 km over 2 days.

I rode in the 2005 "Surfing the Scarp" tour with CTA and had a great time but unfortunately couldn't ride subsequent tours due to needing to have time with my son and other commitments.

I'd like to thank you again for your generosity in your donations on that day last year. I'm pleased to let you know that I raised a total of \$5,560 last year and the ride raised over \$7 million (a record). I'm riding again this year - my third time. Unfortunately, the Cancer200 is on the weekend of the start of the On Ya Bike tour this year (15 & 16th Oct) and I'm away for the month before and can't afford more time off work so I won't see you on the tour this year. This year I'm aiming to do the extra 40 km or so "challenge" up in the hills.

My minimum target for fundraising this year is \$4000 and I'm about half way there now. I'd love for you to donate and the QR code will take you to my fundraising page on the Cancer200 website. Or you can EFT to BSB 633-000 Account 168060572 (name Lance Mudgway).

Thanks Lance (0428 546 971)



## THE SOCIAL PAGE

### Social Night, Thursday 9th June 2022

Quiz Night + Talk on Cycling from China to the UK

The night kicked off with a Quiz Night on all things to do with the CTAWA. The Quiz Master quickly asserted her total control and confirmed that no nonsense or disputation would be allowed. Then the multiple choice questions came thick and fast. When the results were tallied at the end of the quiz the 'Spare Parts' team came first, closely followed by the 'Bottom Brackets' and 'Wet Lube'.

After some delicious refreshments at the half time break, including Robyn's famous date slices, Huilin gave a talk about her and Gary's epic journey cycling from China to England in 1992. They travelled ten thousand kilometres over nine countries in one year from Huilin's home, the bustling city of Beijing to Gary's home town of Paignton, England. One interesting fact was all their travelling money was sewn into the tongue of their sneakers.



### Christmas in July 9th July 2022 Mandurah

Thanks everyone for coming to the CTA Christmas in July party. Great service from Friar Tucks & good food too. It's hard to recognise people not in their cycling gear. Particular thanks to Rita, Cliff, Scott & Nick for picking us up from our accommodation & thanks to Stu for leading the ride from the train station, in the rain. (Written by Yew Li)



### Social Night, Thursday 18th August 2022

Queensland Rail Trail Tour + CTAWA panel of experienced tourers.

The Queensland Rail Trail Tour was a fun (and a little wet) tour enjoyed by six CTAWA riders in May 2022. The participants each presented some photos of the trip with a little story. Often the route had to be changed due to flooded creeks but all successfully completed the loop safe and sound. You can read Christine's account of the trip on page 3.

After the half time break, where the attendees enjoyed a coffee, cakes, slices, hot food (pies, sausage rolls, samosas and fish fingers), fruit and conversation, there was a Questions and Answers session. Our in-house panel of cycle touring experts, Christine, Rita and Trevor shared their vast knowledge, recounted some of their memorable journeys and gave some tips and good advice.





## FLASHBACK 1976

*By Dale Neill*

Sunday morning bike rides were a bit different to what they are these days. We had a Cycle Touring Association ride up through Piesse Brook. Skinny tyres on gravel roads - and a bit of lost skin. The group is the 1976 CTA committee.



## 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)**

50K	100K	5000 in 4	160K	10000 in 8	200K	300K
2/20/2022	3/27/2022	5/8/2022	5/29/2022	6/12/2022	10/1/2022	11/12/2022
John Farrelly	John Farrelly	John Farrelly	John Farrelly	John Farrelly		
Christine Liddiard	Christine Liddiard		Christine Liddiard			
Linda Tompkins						
Carl Sputore						
Kevin McMullan	Kevin McMullan					
Eric Toccock	Eric Toccock					
Sue Thomas						
Liz Marshall		Liz Marshall				
Rita Miller						
Cliff Miller						
Bruce Shaddock	Bruce Shaddock	Bruce Shaddock	Bruce Shaddock			
	Steve Digwood					
	Bruce Robinson					
	NFP					
	John McMahon	John McMahon				
	Vanessa Pietrasik	Vanessa Pietrasik				
	Brett Robson					
	Sarah Cutts					
		Richard Marshall				
		Jeremy Knowles	Jeremy Knowles			
		Silvia Klemen				
		Ann Wilson				
	Patrick Clancy	Patrick Clancy		Patrick Clancy		
	Yew Li Cheng		Greg Atter			



**Patrick and John at the 10000 in 8**

## CTAWA CLOTHING AND CYCLING ACCESSORIES

**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 NozKon** (pronounced "nose cone"). Simply attach the adjustable hook & loop strap onto your glasses or goggles and go! [NozKon.com](http://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](mailto:clothing@ctawa.asn.au) for any enquiries or orders.**



## Some Cycling Vlogs and Blogs



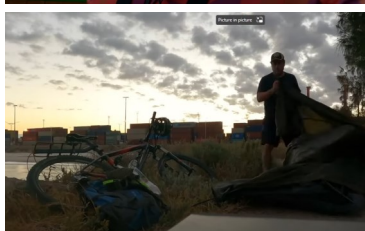
Ingo from 'BicycleBeyond' rides around the Alps in Summer and visits South Africa in the northern winter

[The Mighty Albula Pass - Switzerland](#) - YouTube



Ride with Roy and friend Wendy on the 'Way of the Roses' route across northern England coast to coast.

[Two Ride TWOTR \(the way of the roses\)](#) - YouTube



The Rincer is a local Perth Adventurer who stealth camps whilst touring around the city. [\(8\) Bikepacking Perth Australia Urban solo stealth camping](#) - YouTube

**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. Contact Brian on 0438110571.

### 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](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 Fees 2022

	Metro	Country
Renewal Adult membership	\$35	\$30
(If paid before 31 Jan 2022)	\$30	\$25
New Adult membership	\$30	\$25
Concession:		
Full-time Students/Pensioners	\$20	\$20
Dependents under 18	No charge	

Membership forms can be downloaded from our website <[www.ctawa.asn.au](http://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](mailto:info@ctawa.asn.au).