

THE CHAIN LETTER

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

Summer 2022/23

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PRESIDENT'S REPORT

The Australind Spoke Tour is on as I write this (some of us have to work!). The weeklong series of gentle to brisk rides from a fixed starting point and camp at Australind is being well attended by many riders with energy to burn.

The On Your Bike Southern Forests tour went smoothly for participants. But like a duck swimming, a lot was going on under the surface. Several committee members and other volunteers including truck drivers (who are never plentiful) were struck down with illness at various times. This left new Tour Leader Christine, aided by Brian, Sue and Ann and the OYB volunteers to spend a lot of energy keeping the show on the road. They did indeed. Very good job Committee and vollies.

And thanks to riders for helping by being patient and to those riders who thought they may have contracted something contagious and left the ride to protect our other riders. Well done and much appreciated. My own thanks to Mechanic Mark for helping when my pedal arm fell off approaching Boyup Brook on Day 2. Mark took me through to Bridgetown the next day where a) one of the three (3!!!!) bike repair shops in town did a fabulous repair right down to taking a needed axle spacer off the mechanic's own bike to fix mine and b) I sat in a comfy car seat on the hilliest day of the tour. Oddly, big Dave said that he did his best speed of the tour on that hilly bit. Go figure.

The Christmas Lunch at the Chidlow Hotel is on Saturday 10 December at 12pm. Why not join Randell and the Jolly Bunch at the Midland railway station at 9 am to enjoy a gentle ride up the Heritage Trail to work up an appetite followed by a post-prandial downhill afterwards?

The Annual General Meeting is on 26 February 2023 at 10am at 'The Rise' in Maylands. Please put it in your diary along with your commitment to nominating for a committee position to keep our CTAWA on the road.

Remember to keep your fluids up when riding as the weather

warms up. The Bureau of Meteorology is predicting a warmer and drier summer than usual so be prepared.

St John's Ambulance service has the **St John First Responder App** which shows the location of automatic defibrillators as well as the usual one touch emergency call, on-phone CPR instructions, First Aid advice and location sharing of **Emergency Plus** and similar apps. I would recommend that you have one of these on your phone to assist should something unfortunate befall yourself or a fellow rider. It happens.

See you out and about, ride safe but ride.
Stuart



UPCOMING EVENTS

Tours and Events. Put these in your calendar.

- **Christmas Lunch** on 12pm Saturday 10th December 2022 at Chidlow Tavern. [CTA Christmas Lunch – Chidlow Tavern](#) [Cycle Touring Association of Western Australia \(Inc.\) \(ctawa.asn.au\)](#) **Note; Train services have been cancelled at Midland Train Station on this date.**
- **Annual General Meeting** on 9.30am 26th February 2023 at The Rise, Maylands. See pages 18-19. **New committee members required, see Page 18**
- **On Your Bike 2023 - Rivers of the Darling tour** - Sat 7th Oct to Sun 15th Oct 2023. More details will be on the website when all overnight venues have been confirmed.

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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

Helen Doyle	Jenny Hall	Jane Millgate	Raymond Schorsch
Jenny Dunn	Susan Lodge	Paul Millgate	Geoff White
Sue Foxen	Wendy Menzie	Lance Mudgway	Trish White
Sam Wilson			

DEADLINES: Contributions for the next issue (Autumn 2023) should be sent to the Editor (editor@ctawa.asn.au) no later than **25 February 2023**.

DISCLAIMER: Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, the Editor, or its membership as a whole.

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.



Linda, Christine and Greg finish the 200km Achievement Ride



Bather's Beach, Fremantle



Enjoying the switchbacks in the Swan Valley



Carb-ing up on the Southern Forests OYB



Zooming around Champion Lakes



The Ride Leaders picnic on the Swan River in Mt Lawley.

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) 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)

The Official OYB 2022 Ride Report

by Jeremy Knowles



At the last Social Evening I was nonchalantly eyeing up the last sausage roll when the esteemed editor of this magazine strode purposely in my direction (and I thought there goes the last sausage roll). But no, it was worse than that as he greeted me with “I haven’t got anyone to write a report on the OYB” at the same time fixing me with a determined stare. *(Mwahahaha – Ed)* What could I do? I said OK, I’ll do it just as someone (could have been the Achievement co-ordinator) snaffled the last sausage roll. What a disastrous passage of time.

A few weeks later I was at the hall in Balingup eyeing up a full plate of sausage rolls wondering why there were so many rolls and so few participants. The news slowly filtered through that the bus carrying the riders had been patiently waiting at Armadale Train station while the riders were impatiently waiting at Kwinana Train Station. They finally arrived and eventually every one made their way to the sausage rolls ~~Donnybrook~~.

It was about this time that a fully paid up member of the Gutter Press told me he was writing a report of the ride and had already noted incidences that in the wrong hands could make someone some serious blackmail money. Obviously this person’s hands were as about as wrong as you could get. When challenged he said No, all good writers and reporters go to great lengths to protect their sources and protect potentially embarrassing situations with anonymity and pseudonyms. However the problem with this is that you could stretch the point and concede he could be a writer, but it would be step too far to put him in the “good writer” category. Any report would be full of scurrilous gossip, half-truths and fantastical imaginations that would make Walter Mitty seem like a Truth-teller of nothing but boring facts.

Worse than this, he had a lacky at hand who would follow him around (never less than 1 metre away while cycling along) taking photographs. Goodness knows what will eventuate from those.

He was determined to be published, mercilessly proclaiming that anything I wrote would be boring, full of comments on distances, the weather and route taken. He claimed to be an award winning writer. So, filled with dread and unable to overcome a feeling of great trepidation, I reluctantly determined to leave it to chance and hope that with careful editing and redaction something publishable would find its way into this magazine from the great usurper.

However for those who want some facts the ride was extremely enjoyable. The scenery was magnificent. The nights were cold and days mostly fine with the odd bit of rain. Brian and Christine and the rest of their team organised a memorable tour through some of the best areas of South-west Australia.



And for the boring record the tour was as follows.

Day 1. Balingup to Donnybrook- 50.34km and 644m total ascent

Day 2. Donnybrook to Boyup Brook – 78.52km and 618m total ascent

Day 3. Boyup Brook to Bridgetown- 54.18km and 847m total ascent

Day 4. Bridgetown to Manjimup – 56.46km and 713m total ascent

Day 5. Rest day Manjimup- approx. 7km to Bowling Club

Day 6. Manjimup to Northcliffe- 61.15km and 854m total ascent

Day 7. Northcliffe to Pemberton- 33.68km and 518m total ascent

Day 8. Pemberton to Nannup- 81.62km and 1021 total ascent

Day 9. Nannup to Balingup- 42.36km and 624m total ascent



The OYB Southern Forests Team

Tour Report - OYB 2022 (Unofficial)

By Award-winning CTA Ride Reporter Patrick Clancy (supported by his lovely wife, keeper of the magic picnic basket and all things snacky).

Disclaimer: as usual, don't believe a word of it. It's another completely scurrilous collection of rumours, lies, fantasies and calumnies. Names of ride participants have been redacted to protect the author.

Warning: Throughout the text, tenses are liable to change suddenly and without warning. The faint of heart should seek medical advice before proceeding further.

Acknowledgements: This report, and even the OYB itself, would not have been possible without the efforts of three volunteer photographers (one of whom may be related to the author) who generously took on the responsibility held by the unmatched Colin Prior in previous years.

Introduction: Although an official ride reporter was appointed by the CTA Committee to provide 'the truth, the whole truth and nothing but the truth, your honour', suspicions remained that the particular legal entity that had been appointed might be somewhat untrustworthy when it came to 'alternative factual' matters. There were also concerns that this alleged person had demonstrated authoritarian tendencies on a previous occasion when he had been entrusted with the awesome power and responsibility of writing a ride report. This overbearing style, if permitted to fester, might squeeze the last drop of spontaneous joie de vivre from the desiccated veins of the OYBers. And we wouldn't want that.

Consequently, your humble unofficial ride reporter was appointed in secret. It will probably come as a surprise even to the CTA committee, such was the level of secrecy. It sure came as a surprise to me.

Following the outrageous popularity of the previous report (Retiree's Run 2022), this report of the nine-day OYB 2022 contains descriptions for a bonus twelve days! Another couple of tours, and there will be no need at all to even report on the tour itself. There are bonus days both before and after the official tour, which is lost in the middle somewhere. Some other riders, jealous of the positive response to the bonus days described in my previous report, attempted to enhance their popularity by riding to the start. But they are lightweights who didn't even bother to ride beyond Donnybrook and even then took only two extra days to do so. We have the experience and the stamina to ride beyond the start to Bridgetown, taking five days plus two rest days in Bridgetown.

The official tour commenced in Balingup on Saturday 15th October, but to get there in time for registration at 10:30 (am!) would have required getting out of bed far too early. We were caught in a Catch-22 situation: too old to wake up early enough to catch the official transport at Kwinana, yet too young to have developed the insomnia that is a characteristic of far too many of the OYBers. Particularly the ones that decide to pack their tents down before the sun has properly risen for at least a couple of hours. Instead, we were so excited to get to the start that we decided to set off even earlier - on Sunday 9th October. Somehow, despite the cloud of secrecy, word got out and our plans were sabotaged by forecasts of inclement weather and the Perth Marathon (which closed the exit path from our house). Fortunately, our announced departure date was actually a carefully contrived bluff fooling even ourselves, and we instead set off on Saturday 8th October, completely out-manoeuvring both the weather forecasters at The Bureau formerly known as BoM and the runners of the Perth Marathon. Even so, there was a last-minute attempt to thwart our progress by the so-called 'Claisebrook Park Runners', but again we prevailed by leaving home late enough for them to have dispersed harmlessly.

On our ride to the start, our brief was to discover the fabled Southwest Passage - a route that extends down to Bridgetown without recourse to either highways or unsealed roads. It would mean overshooting the official start point in Balingup, but it would be worth it to get our names in the history books and possibly even our faces on the five dollars note where a vacancy had recently become available.

Pre-ride Bonus Day 1. Perth to Keysbrook, 66 km.

We set off down the train line to Armadale, then follow the route of the 100 km Achievement Ride through to the SW Highway. Finally, we discover the point of the 100 km Achievement Ride. Perhaps the other achievement rides also have hidden purposes. Lunch at the Mundi-jong Tavern is acceptable but marred by smokers in the outdoor seating area. Afternoon coffee at Serpentine is very good, but we must supply our own cups. Just as well I still have the \$2 insulated cup from the op-shop in York at the start of last year's Silo Art Tour. The café at Serpentine is managed by the heart-warming traditional double-act of a very friendly middle-aged woman and a surly teenage girl. Most likely her daughter, judging by the attitude. Further entertainment outside the café is provided by a mother with full carload of children of various sizes, trying to figure out the logistics of buying drinks inside the café while not letting the kids get too far out of control inside the car. It's like trying to ferry a fox, a chicken and a bag of corn when the boat can only carry two items at one time.

Serpentine has a 'Train Station', if your imagination is sufficiently wild, that is serviced by the Australind route. Although the Australind permits bicycles on board, they may only be loaded or unloaded at East Perth and Bunbury. Something to bear in mind for the Australind Spoke Tour in November, perhaps.

The end of the ride is slightly marred by 900 m on the SW Highway, but made worthwhile by



the high standard of our accommodation at the Braybrook B&B. A fantastic evening meal is provided by the hosts after prior arrangement - a huge home-made steak and mushroom pie, plus some other stuff. Vegetables and dessert, probably.

The Serpentine rain radar is out of action, so all rain has been diverted over Perth Airport until it is repaired. Good news indeed!

Pre-ride Bonus Day 2. Keysbrook to Waroona, 67 km.

Before we move on, we play one last game on the vintage table-top space invaders that is included in our room. The magpie that swooped us as we arrived along the road yesterday has relocated to the front gate and takes a parting shot but doesn't manage to derail our progress.

Five hundred meters into our ride and we hit 2 km of gravel road, cunningly disguised as sealed road on Google Map's aerial photography by the use of bluestone gravel instead of the more obvious red laterite. A fox pauses to glance over its shoulder at us, before dismissing us as irrelevant and trotting away. We find another golf ball for *****'s burgeoning collection. He will pay a handsome bounty for such a fine example and we know that our retirement is secure. We collect a discarded cloth that will come in useful later for drying off the tent and for polishing the bicycle frame. Three red-tailed black cockatoos fall noisily out of a tree above us but manage to open their wings and glide away without hitting the ground. All this before we even reach the Dome Cafe at Pinjarra for morning coffee. The Snackmaster General takes the opportunity to investigate the Pinjarra Sunday market, but returns after a surprisingly brief period bringing with her only a look of bitter disappointment and the terse assessment 'Rubbish'.

The forecast slight chance of rain has been cancelled, our moods lift and we allow ourselves to let our guard down. We are swooped again by another magpie on Brownes Road.

Herds of young calves stare at us from their paddocks as we approach, then suddenly become spooked and stampede away when we get too close. As we pass, they suddenly become brave and stampede heroically after us, hurling increasingly vocal taunts and insults as it becomes obvious we have no intention of turning back.

A tiger snake is spotted coiled up by side of road - dead. We double back to confirm our observation and to record its location on our GPX track recording. If anybody wishes to visit its location, simply send a request for the data on the official CTA form, together with the non-refundable \$100 application fee.

Pre-ride Bonus Day 3. Rest Day. Waroona to Harvey, 39 km.

We are woken early by a peacock calling desperately for help. Or at least, that's what it sounds like. Today was supposed to be a rest day, but weather is looming and we decide that two short days of riding will give us the best chance of avoiding any rain.

As we turn onto Somers Rd and into a roaring headwind that officially gusted up to 54 km/hr we are passed by a group of four Audax riders. They set off from Perth this morning and won't stop for the day until they reach Nannup. They accompany us for a couple of minutes, unlike the headwind which refuses to go away. We encounter another two kilometres of unsealed road, but the condition is very good, on Brockman Rd in the no-man's-land between the Shire of Waroona and the Shire of Harvey. There has probably been some kind of vendetta going on in this area for centuries, predating white occupation, that has prevented the road-sealing task force from completing its work. We see the signs of long-established trenches with coils of rusted barbed wire snaking away into the distance and a few poppies pushing through the fields of mud that line the road. Or maybe my vision has been clouded by the drops of sweat and sunscreen on my sunglasses.

We reach Harvey just on lunch time shortly after a light sprinkling of rain and meet another couple of surprisingly cheerful Audaxers. We are glad to be finally out of the wind and congratulate ourselves on our wise decision not to continue on to Nannup today.

Pre-ride Bonus Day 4. Harvey to Donnybrook, 71 km (planned) or 76 km (via coffee break).

Our host for last night is a member of the Harvey Shire Council, so we arrange to have the 2km missing link sealed in time for our return trip.

A small herd of small calves has escaped beneath the electric fence and onto the road, where the grass is obviously greener. But cows reputedly have monochrome vision, so how would they know? They are not too fazed by our passing and show little interest in us.

We are again swooped by another magpie until we move out of its territory. But the magpies are more organised around here - as soon as we cross its boundary, it passes on swooping duties to the next magpie along. Fortunately, this behaviour has not yet extended very far across the state, but that day will come.

We arrive in Burekup to the welcome sight of a public toilet and a sheltered picnic table - just in time to hide from the rain shower that has been sneaking up on us for the last few kilometres. After a short break, we encounter a small herd of large cows on the road. Panic sets in (the cows, not us!) and we wait until they have all made it safely back into their paddock through the wide-open gate and as far away from us as they can possibly get. Cowards.

A sprinkle of rain manages to catch us but we arrive relatively dry at the Dardanup Tavern for lunch. You may find it difficult to believe, if you have really not been paying attention to life in WA, but there is NO COFFEE!!! to be had at the tavern. Instead, the suggested alternative is to buy a Coffee Chill (philistines!) from the general store, unless we can wait for the bakery to open tomorrow. We actually give this latter option careful consideration. Another light shower and we are on our way again.



Boyanup has coffee, so we ride a few kilometres out of our way to park there and wait until today's heaviest shower passes. The coffee at Boyanup bakery would not be worth stopping for if it weren't for the rain. Next time we will try the Boyanup Drive-through. Our B&B is about 10 km out of Boyanup, but we are able to return for dinner because the Tavern has a superb free taxi service to pick us up. They don't even charge to drop us off later, although they do appreciate our small donation. And the food is good too.

Pre-ride Bonus Day 5. Boyup Brook to Bridgetown, 97 km.

This morning we are swooped by Magpies twice, or possibly three times. It is hard to tell because their efforts are a bit lacklustre. Even the screams from the far end of the tandem are not very convincing today.

Red-tailed cockatoos keep us company throughout the day. Either there are lots of them around, which we find extremely unlikely, or they have been following us for the past four days out of curiosity (animosity?), a much more plausible scenario. There is always a core group of three birds (the spotters), with up to eight others (the bombers) taking an interest at various times as their schedules allow. They do not appear to be hostile, since no gumnuts have been dropped on our heads. Yet. On second thoughts, maybe they just need a bit more target practice to get their eyes in.

Rain caught up with us today. The Bureau formerly known as BoM forecast no rain, just to encourage us to let our guard down. Then, when we stop for our mid-morning snack (foolishly without shelter) they manage to get a fix on our location (probably using the 'broken' Serpentine radar) and finally score a direct hit. We arrive in Balingup for lunch, still a bit damp but Mr Foster's café supplies cosy blankets that keep the chill off. It is our longest day of riding on this tour and we are relieved to get to Bridgetown before the sun sets.



Pre-ride Bonus Day 6. Bridgetown Rest Day

The Red-tailed black cockatoos are busy relaxing elsewhere today, but they don't want us to find out that they are taking a break so they have carefully positioned a couple of crude decoys in a tree. We discover this by chance because they are the only cockatoos to sit still long enough for us to get a good photo. On close inspection, the photo reveals their steel construction. Also, they were suspiciously quiet and they didn't throw any honky nuts at us.

Pre-ride Bonus Day 7. Bridgetown Rest Day.

It is a short two kilometre walk to town through light drizzle to find coffee, then take in a rare few minutes of sunshine in the park. We spot three cockatoos wandering through the sky, searching for us so we hide in the pavilion and escape unharmed. The afternoon brings rain showers, then steady drizzle - just enough to demonstrate that Helly Henson breathable jackets tend towards the very porous end of the waterproofing scale. Fortunately our dedicated support team is standing by for just such an eventuality and ***** dispatches a replacement waterproof immediately, which arrives the next day - beating even the official Australia Post 'guaranteed next month' delivery schedule.

OYB Ride Day 1. Bridgetown to Donnybrook, 91 km.

It has taken a while, but finally the OYB is due to catch up with us.

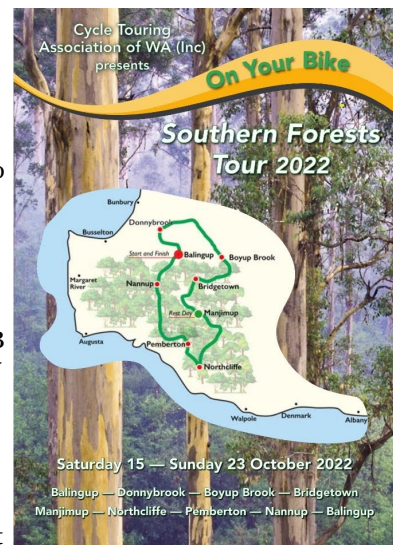
It's an early start and a long ride today, but we wake up to discover that the rain from yesterday has cleared and there are small patches of blue sky trying to break through the cloud. We almost miss the half-hearted swoop by a magpie that was trying not to sound like it was pleased to see us, and there is a lacklustre response from the usual three cockatoos as we passed beneath their perch. A short caravan of three kangaroos hop across the road in silhouette just at the crest of the next hill.

Our arrival at Balingup is perfectly timed for the start of morning tea, and to meet up with the official start of the OYB. Everything appears to be going smoothly, which is a bit disappointing because it leaves nothing to write about. Then, just as we are beginning to imagine that the OYB committee has let us down, the busload of participants from Kwinana arrives. They are severely late because they had simplistically assumed that the bus from Kwinana would meet them at Kwinana, but as Nigel Molesworth (the curse of St Custard's) could have told them: any fool knows the bus was waiting for them at Armadale. There are lots of people we know, but lots more people we don't. Nobody from the bus is in the mood to do anything even vaguely interesting enough to report. They should be ashamed of themselves.

Morning tea is followed immediately, even concurrently if that is possible, by lunch. We are just beginning to settle into the OYB spirit when some killjoy suggests that we should maybe make a bit more effort to reach Donnybrook. The official ride commences and we begin the long climb out of Balingup. There is a dead snake coiled up on far side of road that turns out not to be dead as we pass by. As an aside, a guided nocturnal tour of Kanyana Wildlife Rehabilitation Centre (well worth the \$20, actually \$15 if you are sufficiently ancient and able to prove it) reveals that even snake experts have difficulty identifying unrelated species, due to the similar morphologies between species and the wide range of skin markings within each species. Despite this, it was definitely a dugite.

Everyone who is worth mentioning stops for a soggy roll (no, a bread roll you pervert) next to the sag wagon, before continuing on to our destination at the Donnybrook golf course. We pitch tent next to the fairway just after the first tee and hope that golfers don't start too early the next morning. We present ***** with his new golf ball and he bitterly regrets not bringing his golf clubs.

News reaches our ears that the other tandem team has been making efforts throughout the day to earn a highly-sought mention in the ride report. They broke their chain, experienced a puncture and even diverted themselves onto an excessively long 'short-cut' on gravel, but to no avail. It takes more than that, \$100 more than that to be precise, to get a write-up.



As we stand around admiring how well our tents have been situated, we spot a number of erstwhile riders fossicking around in the bush on the opposite side of the fairway. They claim to be admiring the orchids, but we know they are searching for golf balls in the hope of receiving a bounty from *****. They fail miserably and will have to remain living in penury for some time yet.

Later, in the men's ablution facilities, there is a moment of unsurpassed grandeur as the president of the Donnybrook golf club himself sweeps through the door to make a brief appearance and condescend to chat with the literally unwashed masses. We do not receive any reports that he similarly graced the ladies' ablutions with his presence, the sexist beast. At around this time, it also becomes known that the official ride reporter has neglected to bring his Little Black Book and will have to commit all events to memory if he wishes to fulfil his solemn duties. Good luck with that. He will probably make some lame excuses as to why he is unable to recall anything other than place names and distances.

For dinner, the OYB committee has arranged that Donnybrook's finest prize cow will be sacrificed to feed us. Perhaps anybody who is in the habit of receiving prizes should take a moment to reflect on this. Incidentally, it is barbecued to perfection and there is a general consensus amongst the meat eaters that prize winners taste better.

One member of the organising committee pulls out of the tour, citing severe illness. After numerous positive RATs, he finally tests negative and everybody breathes a sigh of relief. It is infuriating how unreliable these RATs can be.

OYB Ride Day 2. Donnybrook to Boyup Brook - 78 km.

Sabotage in the night! ***** and ***** both wake up to flat tyres. but there are suspicions that the damage is self-inflicted. They are notorious publicity seekers with a reputation to do anything that might receive a mention. However, their efforts fall short in comparison to the infamous Caltrop Event of last year's Silos tour.

***** is back on his bike today. He rode to Donnybrook (shame!) to join the tour, but in doing so managed to develop an impressively large blister. Apparently (I am prepared to take his word for it). That's what happens when you foolishly replace your favourite 38-

year-old knicks just before a long ride. He generously offers to show his blister to anybody who makes the mistake of professing even a mild interest in his discomfort but fails to find any takers. Having burst his blister yesterday, he has no more excuses and must ride today. Not wanting (or possibly unable) to ride too far he implements his emergency backup mechanical problem and his pedal falls off. Upon closer inspection, it is not just his pedal but the entire left hand crank arm that has come adrift and now hangs uselessly from his cleat. Unworthy of earning a place on the official sag wagon, he is unceremoniously thrown onto the back of the support truck. And quite right too - we have previously ridden with a one-legged vision-impaired cyclist for whom such excuses would never dare to enter her head.

To avoid excessive repetition, encounters with magpies and red-tailed black cockatoos will no longer be reported. Unless otherwise noted, it may be taken as read that we were swooped by magpies and that there were at least three red-tailed black cockatoos everyday.

By the time we arrive at the Boyup Brook campsite, there is not much space remaining on the grassy slope that accelerates down towards the stream (aka Black-

wood River) 50 m away. Instead, we pitch our tent on level ground that is at a higher elevation but is furnished with significantly less grass. Nearby there is a sign bolted to the wall of a building that indicates previous flood levels. During the highest historical flood, our tent would have been more than a meter under water.

We learn that ***** a member of the 'non-tent' sorority has been downgraded from the 1-bed cabin that she had reserved into a beautiful 4-bedroom cottage, complete with roaring fire. She is bitterly disappointed because her chronic indecision means that she will have difficulty choosing which room to occupy for the night. In the end, she decides to adopt the ancient nautical practice of sleeping in two-hour shifts. One sleep shift per room results in a satisfying eight hours total.

Having deeply-held environmental convictions, the Snackmaster and I are both sporting lanyards saved from previous tours from which to hang our name tags. Unfortunately, these previous tours were operated by Bike Vic, dark nemesis of the CTA, which fact is today brought to our attention by one of the more observant OYB officials. We plead ignorance and infinite contrition to no avail, but ultimately manage to avoid being thrown off the tour because we claim religious persecution.

At the golf club for the evening meal there is an unsophisticated attempt to test our environmental credentials when we ask to drink water. We are offered commercially bottled water, with the excuse that the alternative is slightly discoloured rainwater. We stand firm and opt for a jug of the rainwater, which has a not unattractive light brown tint attributable to its tannin content. Later we discover that a jug of the bottled alternative would have set us back \$5. At the end of the meal, it turns out that the brown tint was actually a discolouration of the glass jug and that the water is clear.

At Donnybrook the previous night, the table decorations were porcelain apples in a



narrow variety of colours - either red or green. They managed to survive attempts to burn them by certain of the less observant riders who had mistaken them for wax candles. Tonight, the table decorations are jars containing a selection of golf balls and plastic tees. There is an unfortunate incident that requires intervention from members of the security detail to restrain ***** who is having difficulty resisting the temptation to add a few of the golf balls to his world-renowned collection. He closely avoids having one of his hands severed as punishment.

The ceiling of the dining hall is disconcertingly saggy, but we don't have to worry too much about imminent collapse because of the loving repairs that have been made. Great care has been taken to match the heritage style of the building, by the tasteful nailing of whopping great lengths of two-by-four to the underside of the ceiling where the sag is most evident.

After dinner, there is great excitement when ***** announces that Garmins are going to be distributed to all! Turns out he actually thought he was saying Garments. Legal advice is currently being taken to clarify the actual words used, and the investigating authorities would be grateful to receive any recordings of the incident that may have been made. This year there are no brightly-coloured gilets - instead the ride will be commemorated by a dark fleecy jacket. The men's jackets all fit perfectly, based on sizes that were nominated prior to the commencement of the tour. Strangely, many of the women's jackets appear to be one size too small. Next year, self-reporting of sizes will be reconsidered and most likely discontinued.

OYB Ride Day 3. Boyup Brook to Bridgetown, 54 km.

More sabotage! ***** again wakes up to a flat tyre. ***** denies bringing his traditional bag of emergency caltrop, but he has form in this department and will be watched more closely from now on.

A flash flood on the Blackwood in the night took a few unwary campers from the lower slopes, but a certain number of losses is always accounted for when calculating catering requirements. There are at least four Johns (and for gender balance we have also brought a similar number of Sues) on the tour and duplicates of many other riders, so there are plenty of spares and one or two won't be missed.

***** is the first rider to load his gear onto the luggage truck and the first into Bridgetown. With nobody else around, he unloads the truck by himself. This is not sufficiently challenging for him, so he decides that once he completes the OYB he will enter himself into a 50 km cross-country running race.

Meanwhile, back in Boyup Brook we ride past the airstrip, where the windsock is horizontal and unfortunately indicating that the wind is directly against us. Today's ride follows a roller-coaster route that we rode in the opposite direction on the Bridgetown spoke tour last year. Either the hills are noticeably steeper in this direction or my memory of them has faded. Coincidentally, we pass a number of riders who have decided that the views are much more scenic today, so that they must walk beside their bikes in order to fully appreciate the vistas as they open up in front of us.

Arriving at Bridgetown, we have been banned from camping on the oval due to health and safety emergency evacuation blah blah blah and instead we are directed to the sheep pens. We suspect that it is actually because there is a footy game due to start at 5am tomorrow, or maybe there is a plan to herd us onto trucks and ship us off to Fremantle in the night. We post guards, just in case. The campsites are nicely terraced, high above the river so we are unlikely to lose many more riders to a flash flood. Some foolhardy riders pitch tent on the veranda of the club president's residence without any form of authorisation, unnecessarily courting danger and the wrath of the local bigwigs.



Over dinner it emerges that one of the riders on the tour was a Bridgetown resident until relatively recently, and had managed to maintain contact with a number of the more influential locals - despite the great distance from Perth. She can't have been relying on Australia Post for her communications. Word has gone out on the local grapevine to expect the OYB and many of the neighbours along today's route had swung into action to organise a welcoming party. The theme is a kind of Royal Show experience to demonstrate the traditional country pastimes of

herding sheep along the road, hurtling along narrow winding roads with a truck full of cattle, and speeding along the shoulder to throw up spectacular clouds of festive orange dust. Unfortunately, the weather is still not hot enough for the local speciality - dense clouds of blowflies. Equally, or perhaps even more unfortunately there has been a miscommunication somewhere along the line, and the enthusiastic Bridgetonians ended up organising all these activities for the day following the passing of the OYB. Or maybe I got the story the wrong way round and they deliberately avoided inflicting these experiences on us - who can tell? In any case, there were many long faces at dinnertime. Until the food arrived.

OYB Ride Day 4. Bridgetown to Manjimup via Donnelly River - 54 km.

It has not been mentioned before, but there are a number of riders on this year's OYB who appear to be of South East Asian extraction. ***** spots one such rider eating noodles for breakfast outside the Vietnamese cafe and excitedly exclaims 'look, he's using chopsticks!'. Astounding.

After a tea break at Donnelly River (note - the cafe must have changed hands, standards have dropped considerably since last year) we pass a farmer out making hay while the sun shines. We suspect he is taking it a bit too literally - he stops us to confide that he'd prefer

to be cycling. One of the great disadvantages of riding a tandem is that random strangers appear to take it as a licence to strike up a conversation.

Post dinner entertainment is provided by a duo of musicians so that the OYBers can loosen their arms and legs before the rest day. A number of limbs become a bit too loose and fall off.

OYB Ride Day 5. Manjimup rest day.

Today is a good day for washing clothes - 28degC and breezy. Just as well, since the accommodation that we're in (arranged kindly by *****) has a washing machine. We decide to do seven loads, mainly to punish the uncompromising landperson who has overcharged us - but that is another story.

***** has organised entertainment in the form of a lawn bowls extravaganza. Before the tournament commences, we listen avidly to the safety briefing, noting the sage advice that only comes with decades of experience in this highly competitive sport. Shoes are not permitted on the hallowed ground of the arena, because the chemicals they spray on the grass have the habit of dissolving the soles of shoes, but care needs to be taken so that pale bare feet don't suffer overexposure to the intense sunshine. Battle commences, and ***** suddenly discovers that she is ambidextrous when her left arm proves to be more adept than her usually dominant right arm at judging the bias of the bowl.

The Snackmaster General and I are banned from participating in the competition on account of our excessive youth, and we must suffer the indignity of wearing blindfolds throughout (makes taking photos a bit tricky), a cruel practice imposed on all who have not been initiated into the cult. But at least we get to experience the sounds and smells being thrown about with abandon by the bare-footed participants.

At the après-boule coffee shop cooling down event, ***** casually picks up *****'s (not the same *****, obviously) phone and almost manages to walk off without being challenged. *****'s (another *****) sunglasses go missing without a trace, but are subsequently and mysteriously discovered on *****'s bike (the same ***** as the one who walked off with the phone). We will have to keep an eye on *****, whichever one it may be.



Even more exciting than the bowls spectacular, we discover a four-storey high slide. Fortunately the long snaking queue for the slide is comprised in the main of very small people, who are displaced almost effortlessly.

Rain is forecast for the following morning, and the forces of evil work hard to entice us to book hotel accommodation in Northcliffe. The temptation is heightened by an announcement that the only shower facilities available in Northcliffe will be courtesy of the volunteer fire fighters who have reluctantly agreed to turn their hoses on us en masse for a period not exceeding sixty seconds. This offer is subject to last minute variation and will not be available in the event of bushfire emergency - terms and conditions apply, authorised by the State Government of Western Australia. We bravely resist the offers of hotel accommodation for now, mainly because we have a masochistic fascination with being hosed down in cold water.

OYB Ride Day 6. Manjimup to Northcliffe - 58 km.

Today will see us reach the Nadir of the tour. I awaken feeling a little unwell, with a sore throat. The rear engine works a little harder and we manage to reach the end of the ride without her blowing a gasket.

Along the way, at the morning tea break, a number of riders admire the fine Federation Maroon colour of our tandem. ***** is in attendance, and his chest swells with pride as almost as lofty praise is heaped upon his similarly tinted Vivente Randonneur. He explains that his was the final production run in this colour, which used up the last of the original paint that was mixed in 1905. There will never be another Vivente Randonneur in this shade because the formula has since been lost to time. We spot a nostalgic tear forming in the corner of his eye as he turns away.

The location of the tea break was originally planned for Quinninup, but has been shifted to 5 km earlier so that we can experience the ambiance of the two traditional outhouse toilets at the tennis club. An immersive, interactive, multimedia experience of bygone times greets those who succumb to their charms - no running water, no working flush, no toilet paper and no soap. The only thing that appears to be in ample supply is the contents of the toilet bowl. How we long for the return of that golden era. As a consolation, one of the tennis courts is equipped with a net but unfortunately, we neglected to pack our tennis whites and are not permitted to play, despite managing to cobble together a couple of rackets, a tennis ball and a punnet of strawberries and cream from deep within the panniers of riders who shamefacedly admit to being tennis freaks.

Rumours are circulating that we have been compelled to abandon the tour due to sickness, but we suspect that they are greatly exaggerated since my throat remains only mildly sore and we still have plenty of snacks in the magic picnic basket. In fact, it is the other tandem that has succumbed and we will struggle on bravely - the last of our species. The OYB organisers express their undying gratitude at our fortitude. Without at least one tandem there is a good chance that the entire tour would collapse.

We endure a few showers during the day and are just beginning to dry out in time



for our arrival at Northcliffe when a vindictive cloud refreshes our dampness. When we arrive, the cafe is steaming gently like a cowshed in winter. We sit outside to avoid contaminating others with my lurgy, sheltering beneath the veranda from the lingering drizzle.

After dinner that night, three lucky raffle winners show off their boxes of goodies, which they then reluctantly entrust to the truck drivers for delivery back to Perth. Neither the drivers nor the goodies are ever seen again, although sightings continue to be reported from luxury resorts around the globe. Including Rottne!st!

OYB Ride Day 7. Northcliffe to Pemberton - 32 km.

There was rain in the night, but a break between the showers is just long enough for us to pack our tents away. Back to the cafe for morning coffee, where bikes have been arranged along the wall, wheels overlapping to fit them all in. As she prepares to leave, ***** is unable to resist the temptation and 'accidentally' stumbles into the first bike, knocking it over and setting a domino effect in motion. She achieves a total score of three bikes down and quietly curses being out of practice. In her heyday, she would have effortlessly managed double figures.

As we progress along the road, a couple of light showers try to subdue our mood, but it is a short day in the saddle and all remain cheerful. Or at least not especially cantankerous.

On the way in to Pemberton we spot a flock of 20 or 30 emus plotting something in a paddock to the left, but we are travelling quickly enough to pass by before they can muster themselves to attack. Rumours circulate that they manage to outmanoeuvre one or two of the straggling riders, but as noted earlier, a small number of losses is considered acceptable on a tour of this size.

Just as the countdown to dinner commences, the three photographers manage to round up all but a few intransigent refuseniks to take a group photo. This feat is accomplished within a record-breaking ten minutes - faster than the Wagin sheep dog record and faster than has ever been achieved on any previous OYB. Following this magnificent achievement, ***** considers entering the corraling competition at next year's Royal Show.

Over dinner we sit outside once more, in self-imposed quarantine. If only other people had been as considerate there would be many fewer unwell riders struggling through each day or being compelled to abandon the tour completely. As we eat, we are watched closely by a magpie standing on the next table. Suddenly a pair of wood ducks appear from around the corner of the building and the magpie is off! It swoops over the ducks, snapping its beak loudly, but the ducks remain unperturbed. Anybody who has encountered a wood duck in charge of its creche will know how aggressive they can be. I once nearly lost an ear to a wood duck when I cycled too close to its young charges. Eventually the magpie concedes defeat and flies away, while the victorious ducks circle our table nonchalantly snacking on grass but keeping a close watch on us out of the corners of their eyes. We consider adopting a wood duckling to protect us from swooping magpies on future rides.

OYB Ride Day 8. Pemberton to Nannup - 80 km.

We ride past a bicycle tree that must have been many years in the planning. There are three or four brightly coloured bicycles attached at various heights up its trunk. Judging by the height of the top bicycle, it must have been attached to the trunk at least 50 years ago. The remaining bikes appear to have been added at roughly ten-year intervals.

We ride past a couple of giant minions, posing beside Team Fluff outside a farmhouse. Over dinner we learn that the owners of the farm were known associates of Team Fluff, and that the minions had been released from their cells specifically to cheer us on our way.

We pass a group of riders who have chosen to stop for lunch beside the road just where there is a sign to warn that this location is a Disease Risk Area. We consider this to be very irresponsible, since there are already so many unwell riders on the tour and none of the lunch-eaters is wearing any kind of personal protective equipment. Not even their bicycle helmets.

At the 60 km mark we stop for lunch. At the 75 km mark I suddenly realise that we left behind our lunch bag. We ride back for 10 km and meet the sag wagon which is still parked at the afternoon break spot. Just as we manage to persuade ***** to drive back the extra 5 km for us, I have a final rummage in our panniers and discover that the lunch bag was with us all along. How we all laughed! Judging by the amount of steam that emanated from her ears, the stoker found it particularly amusing.

On our way into Nannup, we meet the Lotus motoring club who are very loudly getting out of that place as fast as they can. They are going so fast, they don't appear to have noticed that a Mazda appears to have infiltrated their group. We also pass a sign to the Chestnut Brae farm. We have visited this farm on a previous occasion, and true to its name it does in fact grow chestnuts and sell chestnut-related products. Whatever they are. It also grows pigs that are fed a diet of pure chestnuts. The piglets were very cute when we visited, and one of us wanted to buy one. Unfortunately, they had all been sold to butchers before they were even born. On a follow-up visit, the pig enclosure was empty. They must have managed to break out and have probably gone feral by now.

The 80 km day has become a 95 km day, courtesy of the Lunch Bag Incident, and we are happy to get out of the saddles in Nannup, but disappointed that our late arrival means that the cafes have already closed. As a consolation, the water temperature balance in the showers is extremely finely balanced - a masterfully contrived marvel of plumbing that is designed to divert our attention away from the woefully inadequate water pressure. Close cooperation is required, and even coordination with bathers of the opposing gender, to achieve a water temperature that is neither freezing nor scalding. Needless to say, the situation degenerates into a fiercely contested



battle.

It is a busy afternoon, with hard-selling marketing agents pushing the sale of CTA merchandise. Calls of 'buy now', 'last chance', 'buy one get one free', 'limited edition', 'collector's item', 'as seen on TV', etc. ring out. Despite this, sales are swift - mainly because it is the final night and many riders prefer to buy new clothing in preference to having to wash their smelly lycra again. Sales records are smashed, thanks to the Salesmaster General who is showing her true character for a change. Retirement funds are severely depleted for some unfortunate riders whose defences were not strong enough, but at least they won't be going short of cycle gear. Sales would have been even higher if the money man had not been distracted by the ridiculous sight of fully grown men chasing a ball around on TV. The moment the last dollar exchanges hands, all adjourn to the dining room for a well-earned snooze to the soothing tones of ***** as he delivers his famous subliminal talk on forest management.

Dessert tonight is a choice of sticky date pudding or some sort of crumble, as it has been for every night of the tour. It dawns on us that we have been participating in a rolling competition for best pudding/ crumble of the tour and tonight is the night for compiling the scores. Unfortunately, none of the riders were pre-warned of their dessert-judging responsibilities and nobody can agree on which pudding/ crumble was served at which location. The competition is called off, no winner is announced, and arrangements commence to run it again next year. With chocolate mousse.

OYB Ride Day 9. Nannup to Balingup - 42 km.

We are rudely awoken at 5:30 (am! - we never even suspected that such a time existed) by frantic activity throughout the campground. It is the last day of the tour, and we have been warned that stragglers will be left behind - abandoned by the roadside without even a white cross and a bunch of dead flowers to commemorate their passing. Every other rider has scoffed breakfast, loaded their luggage onto the truck, and abandoned the campsite by the time we finally (finally?!) depart at 7:30 - a new personal best (worst).

Along the road to Balingup the Lotus motoring club (plus stray Mazda) pass us, once more going as loudly and as quickly as possible. They are still desperately trying to escape from Nannup, but will probably find themselves mysteriously drawn back there by dark forces before the day is over.

Arriving in Balingup at around 10:30, we relax in the cafe in the knowledge that morning tea is scheduled to commence at the showgrounds at 11:30. As a result of being seriously misinformed, we show up for morning tea at 11:25 to discover that only crumbs remain - a ravenous horde of riders descended at 10:30, unceremoniously demolished the mountain of food, and departed on the bus back to Kwinana (Armadale). The Snackmaster General was NOT HAPPY, but at least it finally displaced the Lunch Bag Incident from the front of her mind.

And that is the end of the Official OYB Tour. Proceed further at your own peril.

Post-ride Bonus Day 1. Rest day in Balingup.

Today we were supposed to ride to Collie, but careful reflection on the weather forecast (rain, rain, thunderstorm, rain) leads us to conclude that 90 km riding uphill may not be the best idea and we decide to stay put. Two other riders remain with us, having been sensible enough not to rush headlong back to Perth the previous afternoon and instead opting for a nice warm shower, a change into clean dry clothes, a delicious catered dinner and a comfy bed for the night.

All four of us make the long trek across the road to Mr Foster's for breakfast. As we sit to consider the menu, five minutes after opening time, the delightful cleaning lady sweeps past with her artfully employed mop. A cheery 'good morning!' from one rider is countered with an equivalently miserable 'well, it was until this place opened'. She continues on her breezy way, muttering darkly about 'thousands of cyclists' the day before whilst all the while flicking pieces of litter from one area of floor to another. And then back again. She sweeps past in the opposite direction, becoming offended by a stray chair that she pauses to fling under our table with a deft flick of her wrist. We admire her hand-eye coordination as she manages to avoid inflicting serious injury on any of those seated around the table. Finally, she pauses to inspect a decorative photo frame on a nearby shelf and carefully makes a tiny adjustment to its position before vanishing into the darkness at the back, slightly damp swatches of floor the only evidence of her passing. We presume that she must be rehearsing for an upcoming theatrical performance at the Bridgetown Repertory Theatre. I highly recommend it, probably another re-interpretation of The Importance of being Ernest. Or maybe The Mikado.

Following this impromptu performance, we order breakfast: eggs on toast with a side of mushrooms - 'sorry, no mushrooms - we've got low stock and they're reserved for the Big Breakfast'. OK, how about with a side of baked beans - 'no baked beans today, we had a busy day yesterday'. We tire of trying to guess the availability of breakfast items and decamp across the road to a land bursting with mushrooms, baked beans and even crispy bacon. On seeing our departure, Mr Foster's body visibly relaxes and he sighs with relief as he slumps into a comfy chair. We pay the price later when our breakfasts are served with scant regard to presentation, on disposable paper plates. After breakfast, we wave goodbye to the last two OYBers as their loyal chauffeur arrives to whisk them away and we are on our own again.

Post-ride Bonus Day 2. Balingup to Collie, 90 km.

Having failed in our initial attempt to find the fabled Southwest Passage, we have decided to bypass Donnybrook on our return to Perth. Instead, we will go further inland, and further uphill, via Collie. If we could go along Grimwade Road the ride today would be



30 km shorter, but the aerial photography on Google Maps is out of date and Google Streetview only goes so far along the road. Tantalisingly, Streetview shows brand new blacktop for the 6 km before it terminates mysteriously - presumably the Streetview car vanished in this notorious area known as the Grimwade Triangle. A Local Government grant application notice that still lingers in the ether announces federal blackspot funding to seal 6 km of Grimwade Road, but there is no further detail.

Over breakfast yesterday, we managed to speak to an unwary expert on local road conditions and they confirmed our fears that Grimwade Road is not yet completely sealed and that the corrugations are bad. Who was this expert? Not the shire road officer, who failed to return our phone call, and not the little old lady (actually middle-aged, but we will find it in our hearts to forgive her for that) at tourist information - no, not they. It was a local firey who had stopped by the café for his morning coffee. His information is probably more reliable than the others anyway.

Grey clouds in various shades threaten to rain all morning, but manage to restrain themselves. After a picnic lunch sitting at the traditionally closed Mumby Pub, the skies clear slightly and we appreciate the sunshine as we commence the long climb towards Collie. There is nothing much to report today - we spotted a couple of kangaroos and numerous small flocks of red-tailed black cockatoos, were swooped by a reassuringly enthusiastic magpie and startled an emu with two quarter-height chicks that had been hiding just off the road shoulder. Fortunately, the adult emu didn't seem to have taken offence - it easily matched our speed as it ran off into the bush.

Post-ride Bonus Day 3. Collie to Harvey, 52 km.

Once again, a day devoid of newsworthy items, other than the sound of firefighters enthusiastically, manically even, bashing around in the bush beside Mornington Road, preparing for a controlled burn. At least, we assume they are firefighters because they seem happy to give us a cheery wave when we spot them. Perhaps they are escaped arsonists, just very pleased to be out in the bush again. Only time will tell, but by then we will be at a safe distance.

Post-ride Bonus Day 4. Harvey to Keysbrook, 90 km.

We were joined at last night's accommodation by a beef assessor assessor (an assessor of beef assessors, in case you thought that it was a typo) from Meat Standards Australia, flown in from Queensland specifically to assess the beef assessors at Harvey Beef. He confidentially confirms our suspicion that Harvey Beef is actually good stuff.

On the road again we discover that we have been betrayed by our previous host (the one on the shire council, remember?). She has been informed that we stayed elsewhere last night and instead of arranging to have the Brockman Road missing link sealed, she has instead arranged to have a section of River Road dug up! An extra 2 km of gravel. Curses.

A herd of Angus, mothers and calves, shows an interest in our passing and actually trot over towards the fence. We stop for a snack and they gather around, trying to see what we are up to - the calves bravely peeking from behind their protective mothers. A few moos are exchanged, and they appear to appreciate our efforts to communicate, before we reluctantly remount and ride on.

The most committed magpie of the entire journey swoops from out of nowhere and actually manages to score a couple of direct hits on the stoker. Fortunately, we know many vision impaired stokers who get by just fine without the use of their sight, so a couple of missing eyeballs don't hinder our progress.

Over lunch at the Dome cafe in Pinjarra, we observe once again that it appears to be a well-run place with genuinely cheery staff. We hang around waiting for the predicted wind change that will take us into Keysbrook. Business quietens down and the franchisee seeks us out for a chat just as we prepare to leave. It transpires that he is a keen cyclist and had spotted us on our way south, but had been too busy to say hello at that time.

The gentle tail wind arrives and adds 5 km/h to our speed over the final 30 km, making the distance fly by. Just as we turn in to the driveway for our accommodation, we are swooped again by the magpie that farewelled us just three short weeks ago. This time it feels more like a 'welcome back' swoop because after one go it perches neatly beside the driveway and is happy to allow us to proceed under its almost benevolent gaze.

Post-ride Bonus Day 5. Keysbrook to Perth, 66 km.

My notes are a blank for this final leg of the trip. From memory, we had coffee again in Serpentine. The cafe was just opening when we arrived, too early for any surly teenager, and we were served by the cheery middle-aged woman. The coffee just didn't taste quite right. A CTA welcoming committee, complete with bunting and brass band, met us as we cruised along the railway bike path and we were escorted triumphantly away to a slap-up lunch in Vic Park.

And did we find the Southwest Passage? Well, not quite. On a ride of about 350 km (starting in Bridgetown) we were unable to avoid two sections of well-graded gravel totalling less than 5 km and three sections on the SW Highway totalling less than 10 km (mostly going through Pinjarra). Not a bad effort.



ON YOUR BIKE 2022 SOUTHERN FORESTS TOUR GROUP PHOTOS



The Long and Short and Ups and Downs of OYB

By Angus King

With OYB 2022 now over I thought I'd give a little insight into the 34 OYBs that have taken place since the first in 1989. A few years ago I created GPX files for all the OYBs and made them available on the website – check out <http://ctawa.asn.au/oym-tour-routes>. Out of curiosity I thought it might be interesting (to me anyway) to analyse the GPX files to see which was the longest, shortest, hilliest, flattest, etc. I can't find the hardest or most challenging although I think those who did Tony's **Blackwood Meander** in 2013 would agree it wins hands down. Before that I think the title was held by my first tour, Basia's **A Toast of Batavia** in 2006. There's also **Surfing the Scarp** in 2005 but that's before my time.

All OYBs have followed the same 9 day format, totalling about 10 months. Some have involved full day coach trips and others part-coach with a "short" ride. Most (26) had a single rest day. Seven (1990, 1993, 1996, 1997, 2002, 2003 and 2016) had two rest days, and one (1992) had three rest days but with optional rides on two of them.

My figures here may be a bit suspect, but ... The most visited town (overnight stays) is Albany - 12 days, including 6 rest days. Next is Nannup - 10 days, then Busselton - 9 days (1 rest day). Four towns have 8 days - Boyup Brook (1 rest day), Darkan (2 rest days), Donnybrook (1 rest day), and Pemberton (2 rest days). And this year's tour added Northcliffe to the list. Check out <http://ctawa.asn.au/oym-towns> to see maps of all OYB Towns (overnight stays) and starting points. Now for the nerdy bit. The GPX files have all been created in Ride with GPS (if you don't want to use the CTA website check out <https://ridewithgps.com/groups/CTAWA> for most of the OYB routes plus a few others). GPX files are inherently inaccurate but as we're using the same source for all OYBs we can do a comparison between them even if the numbers aren't 100% accurate (https://www.gpsvisualizer.com/tutorials/elevation_gain.html provides an interesting discussion on calculating elevation gain). And to the stats...

If you rode all days of all 34 OYBs, about 15,500 Km, it would be equivalent to doing "the Big Lap" around Australia. And you would have climbed 124,000 m – equivalent to climbing Mt Everest 14 times – and descended 125,000 m. (If we do some of the corrections suggested in the GPS Visualizer tutorial the numbers reduce to about 100,000 m, or about 11 times).

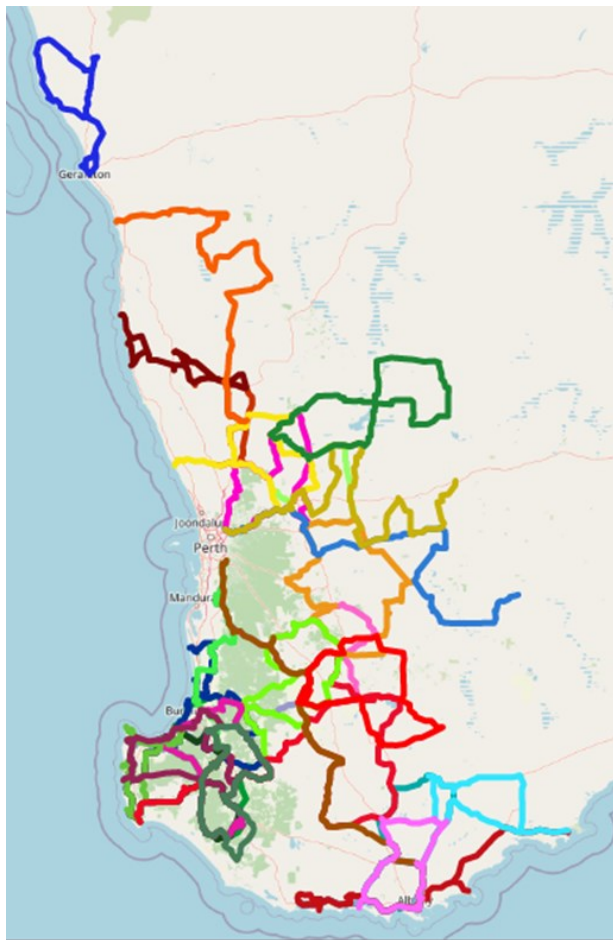
The average OYB was 460 Km in length. The shortest was the 328 Km **Rainbow Coast** tour in 1991, although it did have two optional riding days which increased it to 445 Km. The next shortest was the 383 Km **Central Wheatbelt** tour in 1990 which had two rest days. The longest was the 594 Km **Wandering Valleys** tour in 2007. The longest daily route is around 99 Km with no route "officially" breaking 100 Km.

The average ascent of the tours is around 3,650 m. As most tours are loop tours the descent is about the same. The flattest tour was the 2016 **Bay to Bluff** tour which had 1,620 m of uphill at an average gradient of 0.8%. The 2017 **Loaves to Fishes** tour had an average gradient that was slightly less but as it was about 84 Km longer it had 1,880 m of uphill. For those of us who just completed this years **Southern Forests** tour you wouldn't be surprised to know it is the hilliest OYB to date – a total uphill of 7,050 m (80% of Mt Everest) at an average gradient of 3.2% - about twice as hilly as the average of all OYBs (1.6%). It's hard to accurately get the maximum gradient of the tours but ascending Pump Hill at the start of Day 8 of this years tour is probably close – 19.7% by my calculation (using GPS Visualizer I come up with 23.9%). It was much easier on Day 3 in 2008 when we rode down it :-).

As well as the OYB tour routes there are a few routes for recent non-OYB tours and some tools to help you plan your own tour (e.g. Tours for a Town - <http://ctawa.asn.au/tours-for-town-list>) and you can find details and news articles for most tours undertaken by the CTA since 1975 (<http://ctawa.asn.au/touring/a-touring-history-of-the-cta>). Check out the Touring menu options on the website, and drop me an email (webmaster@ctawa.asn.au) with any questions or suggestions.

Angus.

[Longest days: 1998 Day 7 - Darkan to Boddington (98.6 Km); 2007 Day 3 - Darkan to Collie (98.5 Km); 2014 Day 7 - Darkan to Boddington; 2015 Day 7 - Wyalkatchem to Meckering (96.5 Km); 2015 Day 9 - Northam to Midland (96.9 Km); 2016 Day 3 - Jeramungup to Bremer Bay (98.6 Km)]



On Your Bike 2022 Tour (Doug Rogers)



Well...it was Richard's (the partially blind one) idea to take the tandem on the Cycle Touring Association of WA's On Your Bike 2022 tour. Rikus and Doug as pilots, and Richard as the stoker (the slack guy at the back). We did some preparatory conditioning...beer and cycling...then just beer, before heading down to Balingup on 15 October. Some trepidation since the south is known to have lots of significant ups and downs, but we were sure our conditioning would prove reliable.

First day from Balingup to Donnybrook had us realising that someone more competent needed to do the navigation. A 50km easy ride turned into a 63km ups and downs and dirt road special, that left us late and exhausted getting into our first night camp at Donnybrook. But after hot showers and an excellent meal, all organised by the textbook perfect OYB organisation under Brian's stewardship, we felt that life was treating us grandly. Camping in tents on the old bowling greens at the sports club was no hardship at all after the Tooheys Old on tap. It was also becoming apparent to us that most of our fellow geriatrics were no sloths on the bicycles and that we may struggle not to appear inept.

Next day was Rikus' turn to pilot Richard on the tandem to Boyup Brook, and it was a lovely day. Doug on his single bike this time had lots to say about that maybe Richard was putting in more effort today than he had yesterday, and maybe that's why the tandem was so damn fast! Camp was on the Blackwood river and the evening meal a fantastic spread at the local golf course clubhouse.

Monday was onwards to Bridgetown with Doug piloting and stern words to Richard to not take out the iPad and watch movies at the back! Lunch in the town and then a lazy afternoon beering in the sun before another fantastic barbeque meal and early to the tents.

Manjimup was next but during the day, both Rikus and Doug started "the snots". Things seemed to be just a head cold, and after all, Richard had one just before we started the tour, and he was 'fine'. Next day was a rest day, so we presumed we should be OK to continue on the Thursday to Northcliffe. We camped at the footy oval and again had a splendid meal organised by OYB. During the rest day both Rikus and Doug became significantly more ill. RAT tests were negative, so we still felt confident of starting on Thursday, but morning came with downhill progression of the somewhat (make that very what) grumpy and snotty pilots. With rain forecast for the next few days, risk of infecting the rest of the touring cyclists, and really not capable of cycling, the decision was taken to abandon the remaining 4 days of the tour and return to Perth.

Back home in Perth for both Rikus and Doug was snorting and coughing up a lung every few hours, but they have survived despite their whimpering and lack of sympathy from Richard. Now plans are already being made as to what will be the next adventure.

I can't praise the OYB team enough for a memorable time!



‘Under New Management’

That will be the sign on the CTAWA in 2023!

Several members of your current committee won't be standing for re-election at the AGM in February 2023. These include the President (since 2017), our dryly observant Vice-President David, our long-serving and extremely efficient Secretary Doug (2018), our Treasurer Chris, tech-wizard Webmaster Gus (2016), long-suffering Rides Co-ordinator Connie, old softy Clothing Co-ordinator Liz and buzzing Social Co-ordinator Yew Li.

We have been blessed by a very stable and collegial committee for nearly half a decade. But time has worn us down and the golden pastures of retirement and The Big Loop with the caravan beckon. Times change. The current committee took over their roles from the previous holders (Secretary Roy, Treasurers Anne and Christine, web-master Mike, rides co-ordinator Colin, editors Rosalie and Hilary) successfully and the organisation continued to run smoothly.

Now the CTAWA needs another set of members to step up and take over running the club. For the most part this is a regular procedural exercise of making sure that correspondence is responded to, bills are paid, registrations and insurances maintained, clothing stocks replaced and so on.

However the ways we have always done things may not work in future. So the fun part (second order fun, that is fun once it has been done) of being on the new committee is going to involve keeping the club up with the current world. To us oldies the emerging challenges seem to revolve around keeping the CTAWA core business of organizing day rides and tours attractive to new riders in the face of many other options in other recreational activities such as the canoe and kayak club, tennis and bridge clubs, calls to look after grandkids and aging family, demands from work and so on. The internet is taking up a lot of our time as well.

A smart organizing committee should be able to adapt the club to the new connected world to continue to support our riders. The club is changing; the Newsletter and club member communications including the daily rides list are online, e-bikes are coming on day rides and on On Your Bike tours, bike tyres are puncture-proof so Achievement Rides are unsupported and so on. These changes will continue. (Aside: some of the most dangerous soldiers in the Ukraine war are spotty 20 year old computer game nerds who grew up playing Minecraft and piloting drones to peek over the fence at the neighbour's swimming pool; these nerds are fully at home in a paperless, software-driven conflict environment and they are deadly. The CTAWA needs to keep up with this new nerd world).

Keeping the CTAWA relevant should be very engaging to a new committee. Of course, a new committee may decide that the current format and activities are what members want and continue to run the club 'as is'.

But please, consider taking on a role in the future of your club and send the non-nominating members of the present committee into a comfortable retirement at the back of the peloton or release them to ride the Karakorum Highway. Don't worry about not being familiar with the machinations of the committee, the current members will provide a full handover and any ongoing support that may be needed by the incoming members.

All committee positions are open for nominations before the AGM. Nomination forms are on-line at [Committee Nomination Forms - select your office](#)

President-for-the-moment Stuart



**You can also volunteer to become a ride-leader for our
weekday rides**

Annual General Meeting

Sunday, 26 February 2023, 9:30 am for 10:00 am start
The Rise, 28 Eighth Ave (Corner of Guildford Rd), Maylands

AGENDA

1. Welcome

2. Apologies

3. Minutes of the last Annual General Meeting 27/2/22

4. Reports

- (1) President
- (2) Treasurer
- (3) Rides Coordinator
- (4) Achievement Rides
- (5) Social
- (6) Clothing
- (7) Website
- (8) Editor
- (9) OYB

5. Awards

- (1) Achievement Ride Recipients
 - i. Merit Series
 - ii. Achiever Series
 - iii. Challenge Series
 - iv. Super Achiever Series
- (2) Newsletter Article of the Year
- (3) Multi Day Ride of the Year
- (4) Cycle Tourist of the Year

6. Election of Office Bearers for 2023

7. General Business

- (1) Subscriptions
- (2) Appointment of Auditor
- (3) CTA Address
- (4) Other

AWARDS

Achievement Rides Series

Merit Series – 50 and 100 km, and 5000 in 4.

Achiever Series – 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* 200 km in two consecutive days.

Challenge Series – 50, 100, Century Challenge and 200 km, and 10,000 in 8.

Super Achiever Series – 50, 100, 200 and 300 km, and 10,000 in 8.

Newsletter Article of the Year

This award is chosen by the Editor of the Chain Letter and recognises the best article submitted during the year.

Multi Day Ride of the Year

This is an opportunity for you to nominate your favourite weekend away or tour ride. Choose the ride you enjoyed the most – nice weather, great atmosphere, interesting destination, good food, great company, achievement or fun? A list of all multi day rides provided during the 2022 calendar year will be available at the AGM for members to vote on. This award is an opportunity for you to show your appreciation to a ride organiser, and allow the club to recognise and reward their effort. Note that the On Your Bike Tour cannot be nominated.

Cycle Tourist of the Year

Nominations are called for the 2021 Cycle Tourist of the Year. The award is made by the CTA to the member who, in the opinion of the membership, has contributed the most to cycle touring and the CTA throughout the year. *Criteria for Cycle Tourist of the Year criteria provided on p. 4 of this Chain Letter.*

Note: If you believe no member has suitably demonstrated the qualities required for this award, you may nominate "No Award". If the number of "No Award" nominations exceed the total number of member nominations, then no award is made that year.

The closing date for nominations for 2022 Cycle Tourist of the Year is 21 January 2023.

ELECTION OF THE COMMITTEE MEMBERS FOR 2023

The committee consists of four office holders - President, Vice President, Secretary and Treasurer - and committee members for the positions of Rides Coordinator,

Tours Coordinator, Achievement Rides Coordinator, Social Coordinator, Editor, Webmaster, and Clothing Coordinator. Under clause 34 of the CTA Constitution, a member who wishes to be considered for election to the committee at the AGM must nominate for election by sending written notice of the nomination to the secretary at least 28 days before the annual general meeting; the written notice must include a statement by another member in support of the nomination.

Under Clauses 35 - 'Election of office holders' and 36 - 'Election of ordinary committee members' if there are either, in the case of officers, no nominations, or, in the case of ordinary committee members, unfilled positions, nominations and seconders from the floor will be accepted.

Nominees, proposers and seconders must all be voting members of the CTA. A summary of the roles and responsibilities for each of these positions is given below;

President:

Provides direction and leadership for the club and committee members. Has a vision of why the club exists and where it should be going. Communicates this vision to others.

Vice President:

Stands in for the CTA President in the President's absence. Assists the President and other committee members when needed. Helps to coordinate the committee and club functions. Acts as the club safety officer.

Secretary:

Attends meetings and takes minutes of the meeting. Retains records of CTA committee meetings and sends meeting reminders at least one week prior to meeting. Attends to any outgoing correspondence as required. Prepares documents for the AGM and ensures notice of meeting is sent to all members at least 42 days prior to the meeting.

Treasurer:

Keeps the financial books/electronic files up to date for the CTA, including a proper record of all payments and monies received and the current cash at the bank. Processes membership subscriptions and reports on the current membership numbers and new members monthly.

Rides Coordinator:

Prepares the CTA Rides Calendar for the year, including updating the rides list and calendar on the CTA website and prepares rides information for the bi-monthly newsletter. Organises ride leaders for Wednesday and Sunday rides.

Achievement Rides Coordinator:

Works with the Rides Coordinator to schedule all achievement rides throughout the year, including updating the CTA website. Arranges support for the achievement rides and maintains the list of all riders who meet criteria for the various AR series. Arranges badges and awards for the AGM.

Editor:

Produces the CTA's quarterly newsletter "The Chain Letter". Corresponds with contributors to The Chain Letter, helps to

set formatting standards for CTA publications and formats the main events calendar.

Webmaster:

Maintains the CTA website.

Social Coordinator:

Organises the social events held by the CTA. The main events are the regular Social Nights held for members and the Annual General Meeting.

Clothing Coordinator:

Ensures that adequate supplies of CTA clothing are held on hand, and are distributed to buyers in a timely manner. Maintains adequate records of sales and money. Ensures all stock is securely stored and reports to the CTA committee (monthly) and at the AGM on stock and sales during the year.

Tours Coordinator:

Organises and coordinates tours throughout the year and also organises night rides in summer on Thursday evenings.

Committee positions are open for 2023, please send Expressions of Interest to Stuart at :

president@ctawa.asn.au or
phone 0409 882 931

Note:

There will be a link set up on the CTAWA website with nomination forms for Committee positions; 2022 Cycle Tourist of the Year and the different Awards. Members will be advised by email.

Nominations - 2022 Cycle Tourist of the Year

Nominations are called for the 2020 Cycle Tourist of the Year. The award is made by the CTA to the member who, in the opinion of the membership, has contributed the most to cycle touring and the CTA throughout the year. Criteria to assist in selecting the Cycle Tourist of the Year is provided below. Note: If you believe no member has suitably demonstrated the qualities required for this award, you may nominate "No Award". If the number of "No Award" nominations exceed the total number of member nominations, then no award is made that year.

Criteria

Nomination for Cycle Tourist of the Year may be based on:

Tour Achievement: The person may have realized a personal goal to cycle tour (perhaps across Australia or overseas) and involved the CTA by organizing and leading it as a CTA tour. The achievement of a personal challenge on its own is not as important as meeting that challenge and assisting other members in that goal.

Leadership: The person demonstrated an outstanding display of leadership, which provided direction to the CTA during the current, or previous year. This may have been a drive towards more touring, or social endeavours, or cycle education, or a membership drive, etc. Generally this would relate to CTA Presidents, but this is by no means a necessary condition.

Club Support: The person has consistently been there for the Club over a number of years. This award would be in recognition of their services in a Committee role, Ride Leader role, Ride Organiser role, Tour Leader role, and Public Relations/Social role over the current and/or previous years.

Innovation: The person may have introduced a radical change in thinking for the club membership in general, or altered the customary thinking of the role or proposed direction of the CTA. Innovative ideas may have been the introduction of club uniform, or major improvements to newsletters or ride descriptions. The introduction of an

Achievement/Challenge series, progressive dinners, evening social rides or other ideas which galvanize and focus the general club membership.

Note 1: The Cycle Tourist of the Year is not a reward for completing all the Achievement or Challenge series, or having ridden a given number of kilometres etc., since these are personal goals which do not reflect the needs or involvements of the general membership.

Note 2: The above criteria was compiled as a guide to help people understand what they are voting for. Someone may fit into one or more of the criteria. You may feel someone deserves it for other reasons. If you feel someone deserves the award, nominate them, but if you feel no one deserves it, then you may cast a no award vote.

Cycling Safety Tips

Well you've put on your helmet, gloves and bright coloured lycra, picked a safe route and attached flashing lights to the bike. What more can you do to increase your cycling life expectancy . Here's some suggestions below.



Get your bike blessed. This may not work against road trains from hell though.



Keep those pesky cars at bay by creating a zone of safety around your bike. Diamond tipped points at the end of the pool noodles will show you're serious.



Why just protect your head with a helmet when you can cover your whole body with bubble-wrap.



Ride like a sloth, especially down hills. Statistically the slower you ride the safer it will be.

THE SOCIAL PAGE

Social Night October 6th 2022: The Whys and Wherefores of OYB Tour – by the Wise and Therefores

A large turnout (around 75 people) came to The Rise in Maylands to share their experiences of previous On Your Bike rides. Ron Bowyer recounted the history and challenges of the early rides, extreme weather in Bolgart froze the participants but the townsfolk invited them to their homes for showers. When there was no power they put the crockpots on the hotplates to make porridge however they started cracking up. Dale Neill shared some early stories and Deb Palacios told some funny OYB poems.



A Message from the Web-master

"Recently, the CTA website was changed to use a secure communication protocol. It's now <https://ctawa.and.au> rather than <http://ctawa.asn.au>. You shouldn't have to worry about changing anything, however, there may be a few quirks with some older content on the website which means it may not be loaded by your browser. One example, was the Christmas menu which people had problems downloading (now fixed). If you encounter similar little gotchas just drop an email to webmaster@ctawa.asn.au."

Gus

The CTA Achievement Ride Series 2022 Results

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
20/02/2022	27/03/2022	8/05/2022	29/05/2022	19/06/2022	1/10/2022	12/11/2022
John Farrelly	John Farrelly	John Farrelly	John Farrelly	John Farrelly	John Farrelly	
Christine Liddiard	Christine Liddiard	Christine Liddiard 30	Christine Liddiard	Christine Liddiard	Christine Liddiard	
Linda Tompkins	Linda Tompkins 12/8	Linda Tompkins 30/8	Linda Tompkins 6	Linda Tompkins 3	Linda Tompkins	Linda Tompkins 8/11
Carl Sputore						
Kevin McMullan	Kevin McMullan					
Eric Tocock	Eric Tocock	Eric Tocock 10/5				
Sue Thomas						
Liz Marshall	Liz Marshall 28/9	Liz Marshall				
Rita Miller						
Cliff Miller						
Bruce Shaddock	Bruce Shaddock	Bruce Shaddock	Bruce Shaddock			
	Steve Digwood					
	Bruce Robinson				Bruce Robinson 9/10	
	NFP					
	John McMahon	John McMahon				
	Vanessa Pietrasik	Vanessa Pietrasik				
	Brett Robson					
	Sarah Cutts					
	Richard Marshall 28/9	Richard Marshall				
		Jeremy Knowles	Jeremy Knowles			
		Silvia Klemen				
		Ann Wilson				
		Patrick Clancy		Patrick Clancy	Patrick Clancy	
			Greg Atter		Greg Atter	
	Patrick and Yew Li					
Wayne Bertram 17/6		Wane Bertram 25/6				
					Nick Choy	
					Scott Penney	
					Taka Nakamiza	

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 - [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.

The First Cycle Tourers of Western Australia



John William Thistleton on the bicycle he rode to the Mt Ragged gold rush and back to Coolgardie, 1895

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

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>. 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.