

THE CHAIN LETTER

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

Spring 2024

Issue 290 ISSN:2206-9585

PRESIDENT'S REPORT

Presidents Message Spring 2024

The seasons have ticked over to Spring and after a long and wet winter hopefully cycling conditions will improve and make for some pleasant outings as the 2024 OYB Tour "Sculptures to the Sea" draws near.

If you are participating in the OYB Tour, be prepared for chilly days and cold nights. Newdegate - the midpoint and rest day - gets its fair share of frosts.

It's great to see so many Club Members participating in Tours in distant shores. Please bring us your tales and ideas for future tours. Yew Li is always on the lookout for presenters at our social nights. The presentations are always welcome and well received. The articles in the newsletter are interesting and most welcome. So don't be shy, you're amongst friends.

We are planning the Bridgetown Spoke Tour for late November. A Sunday to Friday arrangement without a planned rest day. Then in March 2025 an Albany spoke tour with our Albany friends the Gallanti's. Which will be a surprise for Ollie and Glenda because we haven't discussed it with them as yet. Vice Pres. has got to consult his diary for dates.

So Members and readers, rubber side down, ride often, keep safe, keep healthy and be seen. Wear those bright coloured garments endorsed by Bruce Robinson and me.

Regards Ken Graffin

President



UPCOMING EVENTS

[Tours and Events. Put these in your calendar.](#)

- **On Your Bike 2024 'Sculptures to the Sea' Tour** - 21st September to 29th September 2024 Corrigin to Hopetoun. For details click here [2024 On Your Bike – Sculptures to the Sea Tour](#) [Cycle Touring Association of Western Australia \(Inc.\) \(ctawa.asn.au\)](#)
- **Off-road Mini Tour to Northam, Led by Liz** [Off-road Mini Tour to Northam, Led by Liz](#) [Cycle Touring Association of Western Australia \(Inc.\) \(ctawa.asn.au\)](#) or **On-road Mini Tour to Northam, Led by Rita** [On-road Mini Tour to Northam, Led by Rita](#) [Cycle Touring Association of Western Australia \(Inc.\) \(ctawa.asn.au\)](#) Friday November 1 @ 9:00 am - Monday November 4 @ 5:00 pm

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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).

Welcome to New Members

Joanna Buckee

Paul Johnson

Karen Clatworthy

NOTICES

1. **COVID.** The CTAWA abides by the latest WA government regulations. [COVID-19 coronavirus \(www.wa.gov.au\)](http://www.wa.gov.au) . If unwell please don’t attend the club’s events.
2. **CTAWA MEMBERSHIP.** Membership to the CTAWA is not valid until Membership Fees are paid in full.
3. **SCAM E-MAILS.** Be careful when viewing emails and then downloading attachments from purported CTAWA members. They may not be genuine.

DEADLINES: Contributions for the next issue (Autumn 2024) should be sent to the Editor (editor@ctawa.asn.au) no later than **25 November 2024.**

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

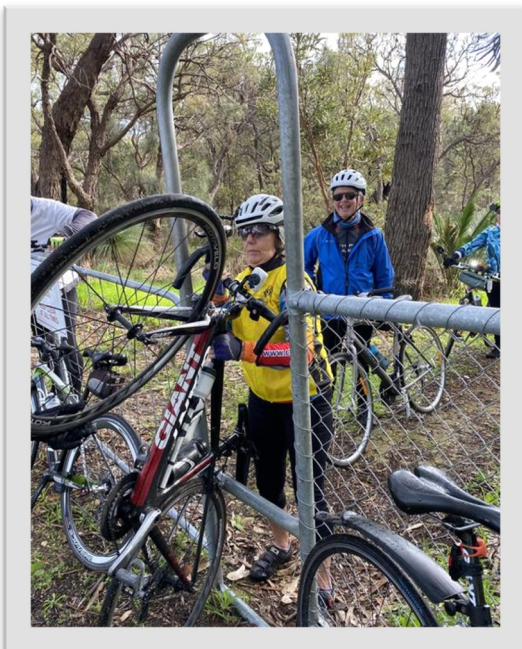
The CTAWA have day rides around Perth on Wednesday and Sunday mornings, fortnightly Thursday lunch rides in winter and night rides in Summer and extended tours. Here's some photos.



LEJOG-ers in Orkney Islands



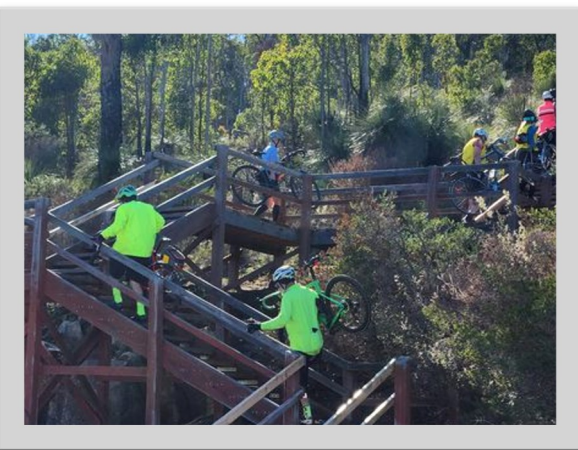
The Container Arch in Fremantle



No obstacle will stop us



Scott's Whiteman Park ride



Some hiker-biking on Liz's 2 Dams ride



Not quite the Wheatbelt

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)

Cycling Mindfully By Gary Pinnegar



There is no need for us to struggle to arrive somewhere by a certain time. We know our final destination is the cemetery. Why are we in such a hurry to get there? Take your time, stop and enjoy the moment. If you do not stop to look at the tree or smell the flower then the tree or the flowers do not exist for you. It has been over a year and a half since i really enjoyed cycling. I was put off the pursuit when I joined a cycle tour where I struggled along trying my best to keep up. Fortunately, I have been trying to do some work on myself, my thinking and especially the way I ride. Now I realise I could have enjoyed the tour by jumping on the bus that followed the riders rather than struggling.

Of course it is all about losing one's ego, the ego that forced me to keep up instead of enjoying the road, the journey, the trees and the flowers.

Does the path go all the way to Mandurah?

No, it does not, it breaks in between, which is a shame because what a great ride it would be if it did.

Great for the people of Perth and great for tourists, in fact wouldn't it be wonderful if it went all the way to Albany, (but that's another story)

Therefore, i set myself a task, how much of a coastal path is there to ride?

My challenge was.

- (1) To stay as close to the coast as possible,
- (2) To try and stay off major roads.

Sure there already is a path all the way to Mandurah! - it follows the freeway, what's the fun in that. Boring.

However, if you want to see how fast one can go and really not notice anything, enjoy.

Day One

Section (1)

Jindalee Beach Shack to Hillarys Marina



Good path all the way, you only have to leave the path at Mindarie Keys Marina and at Ocean Reef.

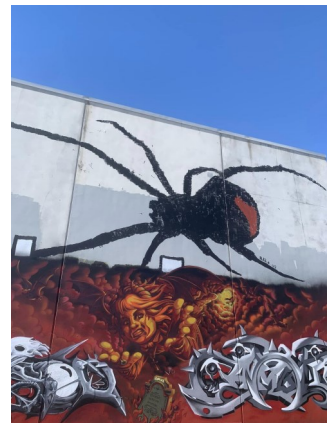
Section (2)

Hillarys Marina to Coogee caravan park and camping area.

Just after Trigg surf club there is the strangest little cafe, it's at the back of a circular toilet block, the men on one side and ladies on the other with the cafe in the middle. But hey! good food and coffee and an early lunch.

On through busy Scarborough beach towards Cottesloe. Then it's Fremantle, through the docks and on to Coogee.

Coogee has two great camp siting right on the beach.



Day 2

Section (1)

The most interesting section. In order to avoid stressful Cockburn Road riding. Leave the track and head inland up the hill on Mayor Road. Turn right at Hamilton Road and into Coogee Lakes Park. At the end of the lake turn right and cross Rockingham Road, go a little way up Cockburn Road and enter Belier Park. Ride through the park bearing right to pass Mt Brown and end up at the Navel Base beach shacks.



Road ride Cockburn Road and Rockingham Road till you can turn right at Link Road.

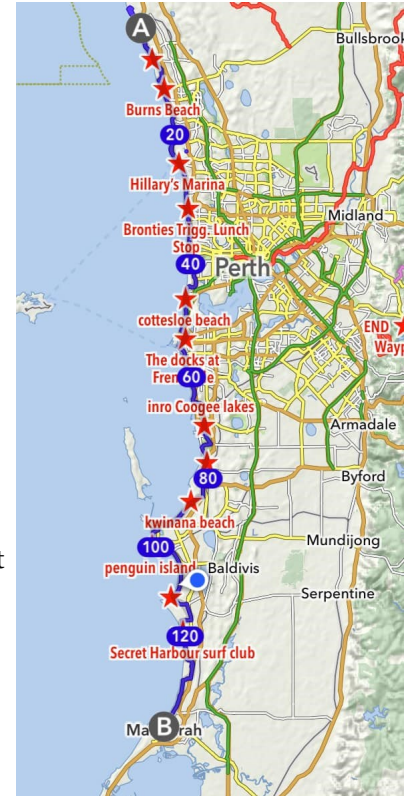
Interesting industrial area and very quiet on a Sunday. Back onto Rockingham Road until a right turn at Kwinana Beach Road.

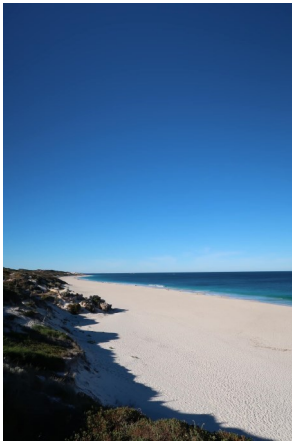
Head to the coast and follow it until lunch at Penguin Island

Section (2)

Penguin Island to Mandurah.

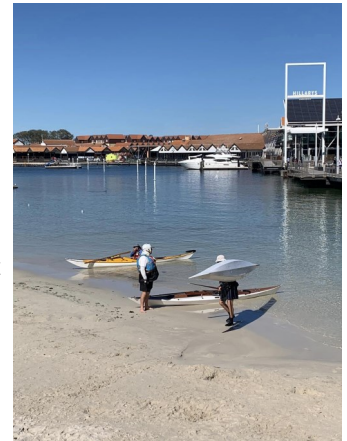
Beautiful route but tricky at times.





No path and inland routes at some sections
 Port Kennedy boat ramp to Marillana Drive at Golden Bay no path.
 Around Golden Bay housing estate I had to back track after looking for a coast path only to find they had not made one
 Busy road riding at Singleton on Mandurah road to Madora Beach Road.
 I recorded the route on MAP OUT at 140 kilometres.
 A great two-day ride without actually leaving the city.
 Of course a good fit cyclist could easily complete it in one day, but that's their business, it is not my journey, enjoy..

Gary



Social Night 13th June 2024 Taste of Asia



Dale gave a talk on cycling in Bali with the CTAWA many years ago and a Vietnam trip with his daughter. Then Ian talked about his 5 day fully escorted trips to Thailand and Taiwan complete with shirt change. In the break we had some different and tasty Asian food.

Dale Ten years after co-founding the CTA, Dale led the CTA's first overseas tour 'Bali Baik Baik' in 1984. Before helmets. Before bottled water. Before air con. There were some interesting stories such as the time they ordered iced coffee and received a coffee with ice blocks, one cyclist lost their helmet in a sewer whilst another had a whole pannier filled with books at the start of the trip. Dale drank water from a holy well and became sick whilst two other cyclists just drank beer and stayed healthy. With the aid of Qantas, local police and good luck CTA's "Dirty Dozen" circumnavigated the Island of the Gods and lived to tell of the adventure.

In 1997 Dale, then a sprightly 53 year old, and his daughter (25) pedalled 1680 kilometres from Hanoi to Saigon. He was an old seasoned pro and she was a novice cyclist. The Vietnam venture was set to either make or break them, thankfully they still talk to each other. She ate sparrows, he drank snake whiskey and together they crossed the Hai Van Pass in a tropical storm. They discovered the pleasure of Pho and the pitfalls of Highway One. Dale also gave us his photographer tips on how to photograph locals in a sensitive way.



Taiwan

Ian & Deb explained how to cycle with full support and no panniers in Thailand and Taiwan. They used Grasshopper Tours and a guide is really useful in these places to explain the sights and order your meals. Of course this was before they joined CTA, so they had not "hardened up" at that time.



Bali



Vietnam



Thailand

Lands End to John O'Groats (LEJOG) Compilation

Four intrepid cycle tourers give us their story of this famous journey across Britain together.

Hilary B

LEJOG, I had wanted to do this one for a while and opportunity knocked....

Over our planning meetings we suggested places we'd like to visit, equipment we needed to take with us, and decided to take camping gear as hostel accommodation seemed to be booked out well in advance. I bought a new phone with an E sim before the trip. I got a sturdy phone case and holder and used this for maps instead of my elderly Garmin, and along with the app Airalo for the E sim, I was able to keep my usual number.

Having come from the UK originally, I felt familiar with the country, and didn't have anywhere that I particularly wanted to see. I thought that traversing the country from one end to the other would be quite sufficient. That was until the other LEJOGers started mentioning places I hadn't heard of such as the Falkirk wheel, the Kelpies, what were these things I asked myself? And Glastonbury Tor, oh yes, I had heard of that one. And Port Isaac where Doc Martin was filmed. In the end we included the NW of Scotland, Kinlochbervie, and then to the beautiful Orkneys after John O'Groats. Which is why the trip turned out to be so enjoyable, memorable, well... fantastic to be quite honest. We were able to go to Hadrian's wall, view the Sycamore tree stump, then into Scotland and visit the Lockerbie site. Out to Lead Hills against one of the worst head winds and to the hotel which also has a tasty menu for our canine population. All dogs should make sure they stay there with Bark Bangers on the menu.

Up through Scotland to Falkirk, the Kelpies, and Glasgow which was on the list instead of Edinburgh. My memory of the very North of Scotland was single lane dirt roads with some passing places. Now there is a good bitumen single lane road with passing places ever 100m or so. By the way we didn't need any camping gear, booking.com did the job.

Arriving back at Kings Cross station with our bikes was a bit of a shock. We had left our quiet life behind to be greeted by noise, lights, and people. Thanks, Stu, for having this great idea, it was such fun.

John F

What a ride!

We had an introduction to England on the very first day, riding from Penzance to the start of our journey at Lands End. We met a pair of cyclists looking into a field. They told us to keep an eye out for "standing stones" which the Druids had placed many centuries ago. Think Stonehenge, or BK (Before Kleber). From there on, every day brought unexpected sights and experiences.

The hills of Cornwall were challenging, but we were up to it. Navigating became my job, and Google Maps became my friend. Cycle friendly routes to our daily selected destinations revealed mostly pleasant surprises in the way of cycle paths and rail trails. And the occasional stuff up. The roads we travelled were narrow, traffic free and rural. Mostly. Crossing the mighty Severn Bridge into Wales was so good we turned around and rode back into England. After riding up and down some "moors" and "dales" we left the South and entered the mysterious land of the Scots.

Personally, this was my favourite part. The countryside became wilder and more remote. Our vague plan was to avoid major centres of population, quite easy to do in Scotland. Stuart guided us toward Glasgow, where he studied a rhododendron bush for 3 years of his youth. We had a day off the bikes in a wonderful YHA hostel in the "old money" part of the city. I was very impressed by the row of expensive sports cars in the street outside. The lovely old buildings don't have garages. So, Glasgow impressed me as a safe, clean historic city, unexpected. Heading northward we passed through mind-blowing scenery every day. We reached the mountain biking capital of the UK, Fort William, which sits below Mt Ben Nevis. Our daily schedule of coffee and cakes was adhered to, and we had some miles to cover to get to our next hostel. This was at the west end of the famous Loch Ness. Next day we set off to ride the length of the Loch. Most of the tourist traffic drives



the better road on the north side of the lake, we took the road less travelled, following the south shores. This will be etched into my memories forever. Some very steep climbs to start with, then a long downhill followed by views of the loch for the whole day. We were brought back to earth by one of the few downpours of the trip coming in to Inverness. After a rest day, and drying out, we set off northward again, to the Black Isle, not black nor an island.

We carried tents and camping gear but never used them, preferring to stay in hostels, hotels and B and Bs. This meant that we got to stay in some amazing accommodations, particularly in Scotland.

One rambling old mansion was originally the weekend retreat of the Carnegie family, think Carnegie Hall. My first sleep in a four-poster bed!

Then it was over to the Westcoast where we joined the NC500 tourist drive which follows the North Coast of Scotland. Locally known as the Winnebago Highway. I found this quite manageable as despite being single lane mostly, there were passing places every few hundred metres. Unlike W.A. people in Europe can actually drive responsibly and respectfully. There is a reason for this road's popularity. The views are spectacular, white sandy beaches, magnificent rocky headlands and inlets interspersed with rolling heather covered landscapes populated by fence free highland sheep.

Too soon we were at John O'Groats celebrating an epic achievement and a wonderful cycling holiday. The story would not have been possible without my fantastic travelling companions who inspired me with their never say die attitude and plenty of laughs. Thank you.



Stuart C

Lands End to John O'Groats (LEJOG) - what about it?

About two years ago I mentioned that I was thinking about riding LEJOG. Immediately other riders who had been thinking along the same lines jumped up and before we knew it we had a LEJOG group. Time passed, meetings were held to discuss the route, the level of planning (lots, some or none), number of riders that could fit in, how to travel from here (Perth) to there (Penzance in Cornwall) and back again, campground bookings, YHA hostels, hotels etc. etc. All over a few coffees and a WhatsApp group.

Timing was important as too early would be cold and wet, too late would be in competition with tourist hordes so a mid-May departure and early July return was agreed. This turned out to be a good decision.

Routing is always important and often fun. Having a group who didn't stress too much about changes to the intended daily or overall route and arrangements was absolutely essential to our success.

We had a general idea agreed to in advance: start in Cornwall, go up the western side of England and Scotland rather than the more conventional routes up the centre or the flatter eastern side and see places of family historical importance to riders on the way. So we didn't see a lot of cathedrals or castles but we did see lots of lovely landscapes, experience a 'non-touristy' Britain, and not stress about being on time somewhere.

Another good decision was to fit into a single 'family' hotel room whenever possible to keep costs down and to reduce stress over finding enough beds. Although personal space was sacrificed and sleeping arrangements were sometimes 'unconventional' this worked. Budgets were ad hoc (we all have substantial personal financial resources after all) with significant expenses recorded in 'The Spreadsheet' to be reconciled on equal shares between the riders at the end of the trip.

Bike mechanicals were a non-event. The worst was Hillary's Heavy Hauler (her Vivente) breaking a freehub in Glasgow which meant replacing the whole rear wheel rather than lose a couple

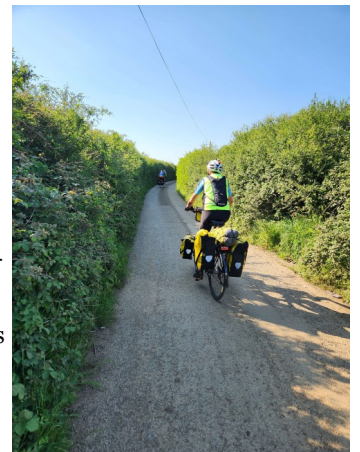
of days. John broke a brake cable on Loch Ness, I wore out a set of brake pads in the Scottish Highlands and no-one had a puncture (John didn't even pump his tyres up over the whole trip).

Christine managed not to scratch her new Condor touring bike despite dropping it a few times getting up onto Exmoor. A hint to riders in geologically young lands (= steep hills). Get a low granny gear and spin. Hillary's Heavy Hauler showed how steep and long hills could be conquered with determination and a low granny.

My tour highlights?

This was my first overseas bike tour. Being an ecologist, a forester and knowing something of history riding slowly through landscapes and seeing how changing technology shows up in the trees, layouts of fields and towns and even in people's attitudes to some things was enormously interesting. Revisiting my old haunts from student times 40 years ago was fun too and showed how easy it must be for migrants to get stuck in the 'old times' version of their homeland when it has moved on. Good to see that the Pakistani migrants of the '1970s who were very isolated back then have largely merged with the general population now, at least in London.

My old botany laboratory and post-graduate pub have both been demolished but the rhododendron bush I used for most of my studies is still there.



But the stunningly beautiful scenery of north-western Scotland was the best part. Every hill gave vistas out of postcards. Being cold, wet and riding into headwinds added the Scottish weather bit to the whole experience (a thousand years ago the Vikings said to avoid Scotland as the weather was vile and the people vicious). Being on bikes also forced us into places we wouldn't go otherwise such as Leadhill where after a tough uphill slog into the wind we stayed in the hotel that King Charles stays in when shooting grouse and which had an aboriginal coo-lamon in the foyer. What???

Hardest day? Past Glastonbury Tor and over the Mendip Hills to Bristol. Best day? Kinlochbervie up the western Highlands to Durness. Best food? English real ales in four hundred year old pubs.

Thank you all the LEJOG'ers for your company and good humour. Wonderful trip.

Christine L

My LEJOG Adventure (in brief)

Started: Saturday 18 May 2024 after staying in Penzance the night before, we had to ride 20kms to Land's End to officially start our Land's End to John O'Groats adventure.
Finished: Saturday 22 June 2024 at John O'Groats

Total time: 36 days (or 5 weeks and 1 day) with 32 riding days and 4 rest days – at Bristol, Blackpool, Glasgow and Inverness

Total Distance travelled: 2,180kms – Longest Day: 109.5kms, Shortest Day: 37.5kms, Daily average: 68.1kms

Total Elevation Gain: 22,048m – Maximum elevation in one Day: 1,366m, Minimum elevation in one Day: 215m, Daily average: 689m

Accommodation: We stayed in a variety of accommodation types: Hotels, Inns, Hostels, Apartments, Houses and Farm stays (but No Camping!). A full breakfast was often included at Inns and some hotels.

Kitchen facilities (and washing machines) were available at Hostels, Apartments, and Houses – which was about 50% of our accommodation, hence we didn't have to 'eat out' every night.

Three Ferry Crossings:

- Padstow to Rock across the River Camel in Cornwall, England
- Fleetwood to Knott End across the River Wyre in Lancashire, England (after Blackpool)
- Cromarty to Nigg across the Cromarty Firth in Cromartyshire, Scotland (after Inverness)

Some of the Highlights:

- Port Isaac (Cornwall, England) - Portwenn in the TV Series, Doc Martin
- Glastonbury – a town that seems to be in a 1970's time warp, and the huge surprise of seeing Lynda and Dallas (from Perth)
- Riding across the 1.6km Severn Bridge, which crosses the Severn estuary from England to Wales – after morning coffee, we rode back across the bridge to continue our journey through England
- Lakes District – although Lake Windermere was very touristy, the scenery north of Grasmere from the quieter, hillier road was picture postcard worthy, we also had a great ride up the quieter side of Lake Thirlmere
- Hadrian's Wall (northern England)
- The Kelpies and Falkirk Wheel, both of which are along the Forth and Clyde Canal between Edinburgh and Glasgow (Scotland)
- Scottish Highlands – Glencoe and riding along the North Coast roads, which were mostly single lane roads with frequent 'Passing Places' (these roads were great, as it meant that vehicles were generally travelling at slower speeds)

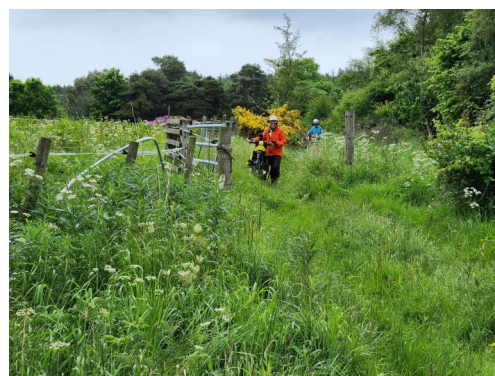
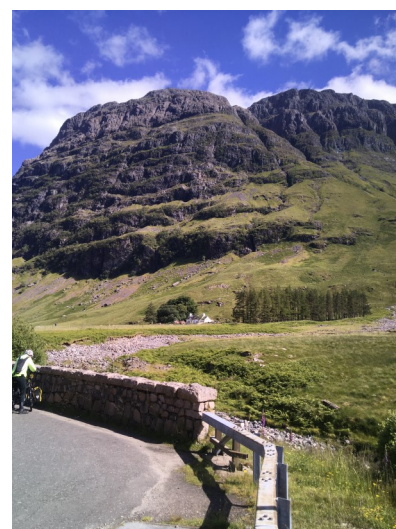
Not so pleasant:

- Riding in cities – we quickly agreed to avoid bigger towns and cities (if possible) as we found they were too busy with too much traffic and took a very long time to navigate through
- Cold weather – far too many mornings of 6 – 8 Celcius with maximums only getting to 12 – 15 Celcius.
- Some wet weather – there were really only two or three days with significant rain, however a number of days with intermittent showers.

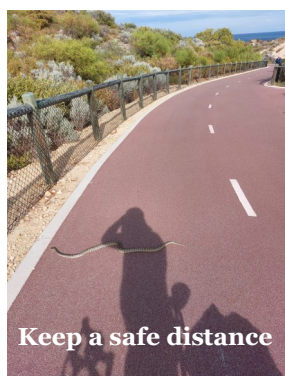


As with all great rides, it was a thrill and real sense of achievement on reaching the final destination, this ride was no exception. There were great roads and paths for riding, fantastic scenery, lots to see, good food, and best of all, great travelling companions.

Now to think about the next adventure.



Snakes Alive



Keep a safe distance



A non-venomous carpet python at Burns Beach

Well it's that time of the year again that our slithery and scaly friends love to bask on our roads and cycleways. Unfortunately their generally black and brown bodies camouflage well on our tar road surfaces. If encountered always keep a safe distance, stay still and they will eventually move into the bush.

Last year I was descending down the Zig Zag at Gooseberry Hill at about 30kmph when I came around a bend and right in front of me was a Dugite snake. It was as surprised as me and started writhing desperately to get out of my way. I reckon snakes can feel the thudding of walkers shoes far easier than the gliding wheels of a bicycle, so its response wasn't as quick. Alas, I had to make a split second decision to go wide or brake giving the snake the option of lunging at me or put in a few strong pedals, lift my legs as high as possible then run right over the poor creature. I chose the later and when I looked back it had slithered off the road. Phew!!!

The medical advice on what to do has changed recently. Gone are the tourniquets. Nowadays the first thing to do is to not panic, stay still, wipe the wound with soapy water, apply a pressure immobilization bandage if available and phone 000 as soon as possible. The worst thing you can do is panic and ride your bike furiously towards a hospital. An average of 2 people die a year by snake bite in Australia compared to 1266 in 2023 by road accidents so it's very rare.

Here's an interesting article below;

[How to survive a venomous snakebite — from a professional who's been bitten before - ABC News](#)

Stay safe.

Randell H.

Ride Leaders Needed. Earn the respect, affection and undying loyalty of your peers in the CTA. It's easy – all you have to do is lead a ride and they will follow you to the ends of the earth.

To make things even easier, you don't even have to come up with a route if you're time poor. Simply visit our convenient list of ready-to-go gpx files at ctawa.asn.au/ride/all-ride-routes and scroll down until you find the "Day Ride Library" files. There are twenty to choose from – flat or hilly, short or long – there's a ride for everybody.

Once you have chosen your route, email rides@ctawa.asn.au with your preferred date and start time.

CTA 50th Anniversary Jersey

To celebrate the 50th Anniversary of the Cycle Touring Association of W.A. (Inc.) in 2024, a special anniversary jersey has been arranged.



Front



Back

For details click [Clothing « Cycle Touring Association of Western Australia \(Inc.\) \(ctawa.asn.au\)](http://Clothing%20%3C%20Cycle%20Touring%20Association%20of%20Western%20Australia%20(Inc.)%20(ctawa.asn.au))

The CTA Achievement Ride Series 2024 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 2/4/2024	100K 3/24/2024	5000 in 4 2/24/2024	160K 7/21/2024
Patrick Clancy brevet	Patrick Clancy brevet	Patrick Clancy brevet	
John Farrelly	John Farrelly	John Farrelly	John Farrelly
Christine Liddiard	Christine Liddiard	Christine Liddiard	Christine Liddiard
Kevin McMullen			
Linda Tompkins			
Liz Marshall	Liz Marshall	Liz Marshall brevet	
Richard Marshall	Richard Marshall	Richard Marshall brevet	
Connie			
Noel Eddington			Noel Eddington
Sue Urbaniak			
Nick Choy	Nick Choy	Nick Choy	
Jeremy Knowles		Jeremy Knowles	
Silvia Klemens		Silvia Klemens	
Scott Penney	Scott Penney	Scott Penney	
Bruce Robinson	Bruce Robinson	Bruce Robinson	
Laurent Palmer			
Greg Atter			
	Jane McMahon	Jane McMahon	
	Taka Nukumizu		Taka Nukmizu
Stuart Crombie brevet	Stuart Crombie	Stuart Crombie brevet	Stuart Crombie
	Bruce Shaddock		

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 **\$30** (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 \$10-00 each.

Contact : Connie email clothing@ctawa.asn.au for any enquiries or orders.

A new concept in cycle touring– The spare bike?

Well you’ve got every mechanical issue covered and you can always invite a new friend to join you at any time. Somehow though, I don’t think this idea will ever take off.



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 2024

	Metro	Country
Renewal Adult membership (If paid before 31 Jan 2022)	\$35 \$30	\$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.