

THE CHAIN LETTER

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

March/April 2001

Issue 157

Night of Fire

I rocked up at Terry and Desama's place late afternoon, giving me enough time to unload the bike and say hi to everyone and plan where we were going to meet (South Perth foreshore somewhere - Simon knows!).

Terry and I left for Simon's ride that was starting in 30 minutes time. Terry took off at a great rate of knots through the back streets of the suburbs south of Perth, and my lungs were on fire (this was my first ride of the year). We stopped off for some boiled bird on route; this was going to be dinner. The riding pace slowed as we neared the river and were caught in the waves of people heading to the best vantage points along the river. After crossing the Causeway and heading through East Perth, the pace picked up again. We arrived at East Perth train station with about a minute to spare. We should not have rushed - the ride was on CTA time.

After a few later arrivals, the group consisting of Simon, Stan, Mark, Terry, Karen, Teresa, Linda and dog, David and friend, Christel and myself headed off to Simon's prime spot in South Perth. Simon took us along the new bridge over the Swan River via Burswood to South Perth. We weaved in and out of throngs of people heading west like us. About half way to our destination, we had to regroup as the group had become stretched out along the way. We were all there but ONE - Simon, our leader had got lost! No, actually

we passed him near Burswood fiddling with his front tyre. He told us to continue, he'd catch up.

As the foreshore paths were swarming with people, it was decided to go via Mill Point Road. Damn good idea - it was surprisingly quiet. We rejoined the cycle path network around Coode Street and found a place to sit within view of the Narrows Bridge. Hooky, Debbie and Evie arrived soon afterwards.

On arrival to our spot, some of the boys - Mark, Terry and Stan helped Teresa install a light on her bike. Once the group was settled, we sat down to eat, some eating chicken and salad as an appetiser before dinning on chocolate mud cake. With the cutting of the cake, who should arrive but Simon. He's got a good nose for chocolate. His excuse was something to do with trouble changing his tyres! Stan, now with Simon here you can have some food!

Finally with the entire group together, we sat down and watched various low flying aircraft buzz overhead as a lead up to the fireworks. The fireworks were awesome, being shot off from barges on the river, off buildings (I know where the bell tower is now) and cascading off the Narrows Bridge. I had not seen the Perth Sky Show for some 4 or 5 years. For young Evie this was her first show. For others that did not come, and the one that had been doing swimming training and was too tired to come, you missed a good night.

Tony Humphreys

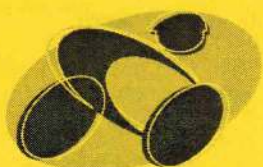
Please send all articles and pictures for the next newsletter to the Editor no later than April 20.



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NEW MEMBERS

A hearty welcome is extended to the following new members who have joined since the last Newsletter.

John Dixon


Norman Lip

Verna Moses

Debbie Webb

Maria Antonas (welcome back)

Hope to see you "on your bike" on one of the rides!



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Tours and Weekends

PROGRESSIVE DINNER

31 March 2001

The annual CTA Progressive Dinner is here again. This time the event will be held north of the river and the theme for the evening will be "Black and White".

This is a fun evening where we cycle from house to house and devour a four course meal along the way. We start off with soup and a bun, cycle onto dips and crackers, cycle again to pasta and salad and cycle for the last stretch back for fruit and ice cream.

All food and drinks will be supplied, however BYO cup/glass is a must. The cost will be \$20 and payment in FULL before the date is required when booking a place. Numbers are limited so book early.

Organiser: Simon ☎ 9271 2959 (H)

EASTER IN PEMBERTON

13 - 16 April 2001

This year we'll be going down to the YHA hostel at Pimelia near Pemberton for Easter. Pimelia is a pretty, old ex-timber cutting group of shacks set amongst tall karri trees in a very quiet location off the main road and about 10km from Pemberton. There will be both on-road and off-road options for those that wish to bring their mountain bikes.

There are numerous things to do down at Pemberton including marron farm/restaurants, tree lookouts to climb, train and tram trips, trout fishing, Karri Valley resort to visit, lots of local walking trails and water falls in the area, and of course the local craft shops and wineries, or just read a book and relax. It is anticipated to have a combined evening meal on Good Friday because of the limited facilities that may be open on this day and going out for dinner on Saturday and Sunday nights.

Most people will travel down on Good Friday (April 13) but enquires are being made for those who wish to drive down on the Thursday night before. Car pooling can be arranged and if enough interest is shown the club's trailer maybe used to take the bikes down.

The accommodation will cost \$15/night (\$45 per person for the weekend). Numbers are limited with the cabin sleeping only 14 people, so book early because positions will fill quickly. Bookings with money up front must be made by March 31.

Organiser: Stan ☎ 9444 4207 (H)

WEEKEND AT YORK

5 - 6 May 2001

Come along and enjoy a beautiful autumn weekend at York, staying in a lovely holiday home. York is the gem of the wheatbelt, having many restored historical buildings and many activities ranging from motor museums to rose gardens.

The cost of accommodation is \$20 per night, which includes a full kitchen, beds and even a spa! Places are limited, but camping facilities may be available. Booking and deposit are required before April 26. There is also the possibility for people to cycle up to York on the Friday. For details and bookings, please contact the organiser.

Organiser: Simon ☎ 9271 2959 (H)

ON YOUR BIKE TOUR 2001: A BIKE ODYSSEY

6 - 14 October 2001

This year's tour will start with participants being coached east along Brookton Highway to Westdale where the 'Bike Odyssey' will begin. After a scrumptious morning tea it will be time to start pedalling. Our first night's stopover is in Pingelly, followed by Narrogin, Wickepin and then Corrigin. Here we will have a rest day where there will be an opportunity to take a coach trip to Waves Rock at Hyden.

Now refreshed, and continuing the odyssey we will be staying at Quairading, York and finally Beverley. As this is our last stopover it is the traditional 'On Your Bike' concert night and all hidden wondrous talents are revealed - not to be missed - a guaranteed highlight of the tour!

After surviving the concert it will be a morning's ride back to Westdale and then farewell 'til next year.

This year's tour is during the school holidays and so to all the teachers out there this is a great opportunity for you to join in the tour - an experience you will never forget. Book early as places are limited to 120 participants. Brochures and entry form will be available mid/late April.

Tour Organiser: Ann ☎ 9444 5160 or email: wilson@ccis.adisys.com.au



Mark's Meanderings

Do you like riding your bike?

Early in the New Year, I was walking around the streets near home when I saw a young boy with his obviously fairly new bicycle. I saw him ride to the top of a small hill, then turn around, pause and then cycle down the slope at full speed. He reached the bottom, slowed and turned around and cycled back up the hill to repeat the process again.



Some time later, I spotted him again. This time, he was riding through the local park, weaving around the trees and garden beds and generally exploring the area. I mused a little as I contemplated his obvious enjoyment of what he was doing. He was obviously enjoying riding his bicycle and totally absorbed by his activity.

Do we sometimes lose enjoyment of what we do as part of our leisure time? I suppose the answer is "yes". I'm not suggesting that we should go back to a state of childhood again, but perhaps we could remember what it was like to cycle for the first time, and what pleasurable experiences we had in our early days of cycling, rather than let it become a chore.

Achievement Rides

Many members of the club enjoy cycling because of the challenges it provides. For those who wish to experience the challenge of distance riding, you can participate in the achievement series of rides which the club organises. There are several of us who do distance riding with the club, and some have done so for a number of years now.

As you will be aware, there are 3 achievement ride series available: the Merit, the Challenge and the Super Achiever series.

Rides for the achievement series for 2001 are about to commence at a locality near you, and soon! The first ride for any of the series, the

50km, is scheduled for Sunday March 18 and is to be held at Bullsbrook. It features the scenic Chittering Valley and should be very pleasant ride. Although it is not part of the official Bikeweek calendar, it happens to be on the first Sunday of Bikeweek.

Ride Safety

Ride Safety is a matter of concern to the CTA committee. It has come to my attention that some riders participating in CTA rides have been behaving erratically or without concern for themselves, their companions or other road users. This includes members of the club who should know better. Erratic riders, particularly in a group, reflect badly on cycling in general and the club in particular. It is likely that potential new members are turned away from the club by poor road behaviour. Erratic cycling also gives ammunition to other road users, some of whom need little provocation to become anti-cycling.

As a general rule, the club uses the call of "Car Back" or "Car Front" to indicate the presence of other vehicles on the road. The convention is to pass this call to other members of the group. As a matter of safety, we have adopted the convention of riding single file when there is an unbroken centre line on the carriageway. Although we are legally entitled to ride two abreast on any carriageway, the single file convention is both for personal safety and in consideration of other road users. It would be appreciated if members used these conventions when participating in rides, and made new members aware of them. We do not wish anyone on CTA rides to have altercations with other road users or to become another road accident statistic.

Bikeweek

The annual Bikeweek event this year runs from Friday March 16 to Sunday March 24, as advised in the previous newsletter. With this newsletter, you should also receive a flyer, courtesy of the Department of Transport, which details the entire Bikeweek program.

The Bike to Work Breakfast is to be held on Friday March 16 at Forrest Place in central Perth. There is usually a good turnout in general, and there is always a group of CTA members present. If you are able to participate, but are unsure if you will know anyone there, then the answer is Yes! -you are very likely to know someone there. The occasion will also present an opportunity to meet some

of the regular CTA members, although it may be a little difficult with the droves of people.

The CTA is hosting the mid-week Bikeweek BBQ Ride on Wednesday March 21. All members are welcome to participate. We would be delighted if some members could assist in running the event. This includes helping with preparing the BBQ, and also acting as a ride marshal. Last year, we were a little overwhelmed by the numbers, owing to the publicity for the event in the press.

CTA is also running rides to Lake Leschenaultia on Sunday March 25, with both on-road and off-road options. Again, all members are welcome to participate. Note that for the off-road options, it would be best to have a mountain bike, or at least a bike with wide tyres. We would like members to assist in marshalling if possible, as these rides were popular last year.

Safe Cycling.

Mark

Mind Teaser

THE LAST MESSAGE

A man was found shot dead in his study. He was slumped over his desk and a gun was in his hand. There was a tape recorder on his desk. When the police entered the room and pressed the play button they heard, "I can't go on. I have nothing to live for." Then there was the sound of a gunshot.

How did the detective immediately know that the man had been murdered?



ISSUE 156 ANSWER

Eight Years Old - She was born on February 29, 1896. The year 1900 was not a leap year (only centuries divisible by 400 are leap years), so the next February 29 fell in 1904 when she was eight. She was twelve on her second birthday.

Ten Tips for Staying Alive on Your Bike

by Dale Neill

So far in this series we have covered:

- 1 - Be seen by day
- 2 - Be seen by night
- 3 - Wear a helmet
- 4 - Pedal downhill
- 5 - Avoid riding into the sunset
- 6 - Ride in a group
- 7 - Have two brakes that work
- 8 - Choose quiet roads and quiet times

TIP 9 - USE THE WOBBLE FACTOR FOR SAFETY

About three decades back in England there occurred the now famous 'wobble room case' in which a cyclist was seriously injured when hit from behind by an overtaking motorist. In his defence the motorist claimed that the cyclist had wobbled from his line into the motorist's path. The judge ruled in the cyclist's favour on the grounds that the cycle, being a two wheeled vehicle and requiring balance and skill while travelling at relatively low speed was naturally going to wobble. The judge went on to say that the cyclist was entitled to 'wobble' room and that the motorist was obliged to allow for 'wobble' room when overtaking.

Cycle wobble will be more evident with very young or very old cyclists and on steep uphill. Most experienced cyclists are excellent straight-line riders and may say that this tip has no relevance to them. But my tip to help you stay alive on your bike is to actually encourage you to wobble in a carefully controlled fashion!

This is how it works. Imagine you are the driver of a vehicle on a country road. Cruise control engaged, climate control air-conditioning in full swing, 1080 blaring ABBA's Dancing Queen on four speakers (no offence to ABBA fans) and you're cruising on 120

km/h with a can of Coke in your left hand! Life is pure bliss! What's that 500 metres up ahead, could be a cow or a moving post, someone walking, wait it's a cyclist. Bloody hell, what's he doing out here. (Subconscious thought: small, slow-moving vehicle moving in a straight line, probably unemployed greenie looking for work as a fruit picker or another Japanese tourist taking full advantage of the Oz Dollar, adjust pressure on steering wheel, move line one metre to right, slow down to 118 km/h!)

At this speed it takes about 20 seconds from the time the motorist has seen the cyclist to the time of passing. Not long at all. Very little time for the motorist to make decisions. You can help the motorist make the right safety decisions by displaying with your body language that you are NOT riding a straight line. That's right, you are NOT riding in a dead straight line. A little bit of wobble at the right time pays huge dividends.



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The wobble is not erratic but controlled and accurately timed. Assuming you can hear the approach of the overtaking vehicle, move your line out from the curb a further half metre. Then set up a definite wobble pattern using the bulk of your body to convey the visual message "I am unsteady". Maintain this pattern until you estimate the vehicle is about 200 metres behind, and then steady your line and drift back to the left hand side thus creating space between your new line and the vehicle's line. Hopefully, the motorist has consciously and subconsciously registered your unsteady line and has moved out an additional metre making overtaking that much safer. Obviously, you will also be wearing a stark safety block of colour such as a bright orange, pink or luminous green to optimise the visibility factor (please refer to Tip No 1).

GORDONSON

C Y C L E S



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I have used this technique for many years and it does work. It does create extra space between you and the motorist on most occasions. I have spoken with other experienced cyclists and many also use this or similar techniques with equally successful results. It takes practice and good judgement but it is an effective measure.

However, there are times when this technique may be inappropriate. For example, if there is on-coming traffic at the same time as the overtaking vehicle; when riding in a group; when riding on suburban roads in marked lanes. This strategy is also difficult to employ if there is a stiff head wind. The air rush past your ears makes hearing difficult and the vehicle sound is not transmitted effectively to the cyclist. Obviously the use of headphones is discouraged and increases the danger level. However, the use of rear view mirrors is a significant advantage in determining the presence of overtaking vehicles.

Many of the tips mentioned so far revolve around the strategy of using your bike and body to effectively communicate information to motorists. This technique is simply another adaptation of that strategy.

In summary:

- ◇ Plan to use 'controlled wobble' on selected roads
- ◇ Wear bright safety colours
- ◇ Avoid headphones while riding
- ◇ Use a rear view mirror



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TIP 10 - AVOID CROSS ROADS & RIGHT HAND TURNS

It's probably a good idea to avoid cross motorists, cross truck drivers and cross breeds as well as cross roads. But seriously...this tip applies mainly to weekend suburban riders and commuters rather than country tourists. And obviously the reference to right hand turns applies only in those countries where you drive on the left hand side of the road.

The principle here is really very simple. If you have a choice of designing or planning a route and you can minimise cross roads and right hand turns, you have three advantages. The route will be:

- ◇ Faster
- ◇ More pleasant
- ◇ Safer

Busy cross roads usually have traffic lights, stop signs or give way signs. No matter what the controlling device, it is still a crossroad. There still may be traffic approaching from left or right. There still may be oncoming traffic turning in front of you. There still may be overtaking traffic attempting to turn in front of you. You need to be much more cautious when approaching cross roads because there is an increased danger level.

It's a really worthwhile activity to obtain the maps provided by Bikewest and also to study the local map directories to do some overall planning. You may find that a route that avoids cross roads may look longer on paper but be shorter in time. But even if it does take you 10% or 20% more time, does it really matter if your safety margin has increased.

'Hook' Turns coming to WA

Hook turns are due to become law in Western Australia later in 2001. A 'hook' turn is a technique for negotiating a busy cross road that will be available only to cyclists. If you come from Melbourne or have visited there recently you would know that at some inter-


sections motorists must use hook turns. A leaflet describing in detail how hook turns will operate is available from Bikewest but in simple terms it goes something like this. When a cyclist approaches a busy cross road and wishes to turn right, instead of moving to the centre line and crossing several lanes of traffic, the cyclist stays in the left hand lane and crosses the intersection. Upon reaching the other side, the cyclist waits for the change of lights and does a right-angled 'hook' turn and continues with the flow of traffic

Please remember that this traffic rule change does not apply until later this year and you should check with Bikewest as to the actual date of implementation.

In general terms a left hand turn is a far safer manoeuvre than a right hand turn (in countries where you drive on the left!). In a right hand turn a cyclist is crossing at least two lanes of traffic but it may be

four or even six lanes with an ever-increasing danger factor. With a left hand turn you are usually crossing no lanes of traffic at all.





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So whether it's your ride around the block, ride around the river or your ride to work, look at the maps and plan for left hand turns and as few cross roads as possible.

In summary:

- ◇ Avoid cross roads
- ◇ Plan left hand turns rather than right hand turns
- ◇ Use 'Hook' turns but ONLY after they become legal later in 2001

(Dale Neill was a professional racing cyclist for 10 years and one of the co-founders of the CTA in 1975. He is also a past CTA President and Cycle Tourist of the Year. For five years he was a member of the State Government Bicycle Policy Committee, the predecessor of BikeWest.)

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The Smuggler

During the Cold War many years ago, a young man would ride his bicycle every day from Italy up to the check-point at the Yugoslav border where he would be questioned by the uniformed border-guard.

"Where are you going today, Capitalist Scumbag?" asked the guard.

"To visit my mother, Sir."

"Step inside. You will be searched" ordered the guard.

The young man was thoroughly searched and released, but the guard remained suspicious. This routine was repeated every day for several years but the border guard, still convinced that the man was a smuggler, could find nothing.

Eventually, with the end of the Cold War, the border was opened and the young man would occasionally stop in a tavern on the Yugoslav side. One afternoon, as he sat at the bar, the old border-guard came over and sat down beside him.

"The War is over now", said the guard "and I am retired, but I still have nightmares about you. You really were a smuggler, weren't you?"

"Yes, of course" replied the young man.

"Well, for God's sake, what were you smuggling?"

The young man swallowed a mouthful of beer and smiled. "Bicycles" he replied.

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Letter to the Editor

Dear Editor

In cycling terms, two significant things have happened to me since the start of the last 'On Your Bike' tour. The first was the spectacular failure of my expensive Pinarello bike, and the second was my much publicised accident just before Christmas. A lot of my friends from the CTA have asked about both, so here's an update.

Many CTA friends remember my beautiful-looking Pinarello bike on the SouWest Forests tour. One of the reasons it was so memorable is that on the third day of the tour, the rear drop-out fractured, the bike was useless and spent the rest of the tour on the top of Max's Audax trailer! Everybody reassured me that this was obviously going to be a warranty claim, and as the bike was only nine months old, I thought so too.

I was very disappointed when the Australian agent for Pinarello refused to meet my claim and said the bike had been mistreated. Readers might be interested to know that I managed to get hold of the private fax number of Giovanni Pinarello, the Patriarch of the company in Italy. I explained the nature of the fault, and my disappointment at the position taken by the Australian agent. I learned a few days later that he phoned the agent and advised that a new frame was being sent to me, and he would not have it said that his company failed to meet a warranty claim. I breathed a sigh of relief! Although I don't have any reason to doubt it will arrive, the frame hasn't come yet. I'll let you know how things work out!

A lot of friends have asked how I crashed just before Christmas and managed to smash my pelvis, ribs, helmet and ego. It was in the last couple of hundred metres of a regular Saturday morning ride and I was lying third in the pack. We were doing something like 45 km/h, and I really don't know what happened except that I ended up on the ground in a lot of pain with my mate John Whitehead on top of me (he was riding fourth) groaning with a broken wrist.



After we had been taken away in the ambulance, our friends had a good look at the cycle track to try and work out why I fell. The only clue is that there were several large eucalyptus nuts on the ground at that point. Riding third, I never saw them and I think one of them got under my 16 mm tyres and threw the wheel to one side. I've never heard of this before, but since my accident a few people have told me that they have come off their bike in similar circumstances and it is a risk with hard, narrow racing tyres.

I would like to briefly acknowledge the fantastic support I got in hospital from my friends in the CTA. Many came to visit me and spent hours keeping me from boredom. Many others wrote letters and cards. John Whitehead, Ron Kenneally and Leanne Appleton joined me in my room one night with half a crate of champagne and we had the best night I have ever had in a hospital. How we weren't all thrown out (patient included) I don't know! I will always be grateful to Shirley Rayner, Basia Lis and Annelies Vogels who together spent many hours with me keeping me entertained with their company and wit. I'm making excellent progress and am already riding reasonable distances once again.

Bernard Pearn-Rowe.



Bernard as we remember him from the 2000 On Your Bike Tour

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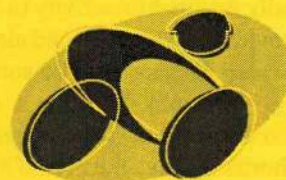
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SMOKEY CAR SPOTTER

Ever notice how difficult it is to breathe when smokey exhaust fumes are choking up the atmosphere? Well here's your chance to strike back! Report smokey vehicles by giving the registration number, make and colour of a smokey car, together with the time and place that you spotted it, to the Department of Environmental Protection by telephoning 9324 2835.



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The CTA Achievement Ride Series

The CTA conducts a series of Achievement Rides each year that will allow you to qualify for an award. A cloth badge is also available for each of the individual rides and cost \$5 each.

Three series are available: the Super Achiever, Challenge and the new Merit Series. Each ride of the series must be completed in a set time limit but is otherwise non-competitive in nature. A member can only nominate for one award per year. The three series are detailed below:

Super Achiever Series

To become a Super Achiever you must complete the following five rides in the specified time limits:

- 50 km (3 hours)
- 100 km (6 hours)
- 200 km (13½ hours)
- 300 km (20 hours)
- 10,000 in 8 (10,000 vertical feet in 8 hours)

Challenge Series

To receive the Challenge Award you must complete the following five rides in the specified time limits:

- 50 km (3 hours)
- 100 km (6 hours)
- 100 mile (10 hours)
- 200 km (13½ hours)
- 10,000 in 8 (10,000 vertical feet in 8 hours)

Merit Series

To receive the Merit Award you must complete the following three rides in the specified time limits:

- 50 km (3 hours)
- 100 km (6 hours)
- 5,000 in 4 (5,000 vertical feet in 4 hours)

Using Brevets and Audax Rides

Each Achievement Ride will be held twice during the year to provide the maximum opportunity for members to complete one of the series. However, if you are unable to attend one of the official CTA rides, then a CTA brevet card can be used to complete the ride. Contact the Rides Co-ordinator to get your brevet card and route description. After completing a brevet, the card must be returned to the Rides Co-ordinator to record the ride and ensure that the ride is officially verified by the CTA Committee.

In addition to brevet cards, official Audax

rides can also be used to complete the 200km and 300km rides (Refer below for additional information on using Audax rides).

To qualify for an award, all rides for a series must be completed and verified by the CTA Committee two weeks before the AGM.

If you require further details please contact Simon on 9271 2959 (H).

AUDAX FOR CTA RIDE SERIES

From now on if you want to take part in an Audax ride you MUST complete an entry form and get it to the ride organiser at least one week BEFORE the ride.

Forms are available from Audax (contact Brian Hawes on 9398 4724). There is an extra \$2 fee for non-Audax members. Then:

1. Fill in the Ride details with the distance and date of the ride.
2. Determine the ride fee as follows:
 - all unsupported rides - \$5
 - supported: 200km - \$8
 - 300km - \$12
3. Sign the form and send the form and correct money to the ride organiser (make cheques payable to Audax Australia) at least one week before the ride.
4. Maps and route notes can be collected from the ride organiser 2 weeks before the ride. If you want it mailed to you, send a stamped self-addressed envelope with your entry form. Otherwise you will get a map and route notes with your brevet at the start.

If you have any queries, please contact Simon on 9271 2959 (H).

THE WINNER'S CIRCLE

A list of members who have successfully completed a ride for one of the achievement series will be printed here in each newsletter.

Stay tuned for the first batch of eager cyclists.

Audax Australia

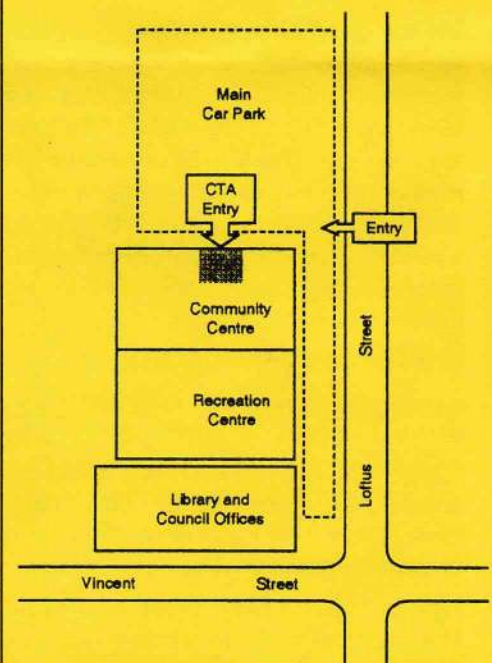
Audax is an international long distance cycling club. The first club originated in France in 1904. The name is a loose translation from the latin and means "courage". All rides are non-competitive and conducted over specified routes and distances within set time periods.

At the successful completion of each event, the rider is eligible for a certificate and a patch or medallion. Rides range from 50km to 1500km in length and are open to all CTA members, though membership of Audax Australia Club is encouraged if you envisage participating regularly. Very generous personal injury and income protection cover are afforded from such membership.

PLEASE NOTE - Notification of participation is required at least one week prior to the event and there is a cost to enter dependent on the distance to be travelled. Further information and a program of events is available by contacting Brian Hawes on 9398 4724.

CTA Social Evenings

The Social Nights are usually (but not always) held at the Loftus Community Centre on the corner of Loftus Street and Vincent Street, Leederville. Enter from the main carpark on the north side of the complex (see map below). For further details contact Janet on 9319 9526 (H).



Rides Calendar — March to April 2001

For any cyclist coming on a ride for the first time, it would be wise to start with an 'Easy' ride. If you are unsure of your suitability for a particular ride, please telephone the Ride Leader. You will need to wear a helmet and bring a spare tube, puncture repair kit, tyre levers, pump and a spanner (to fit the axle nuts if your bike is not fitted with quick release hubs). Most importantly, bring water!

RIDE GRADINGS

Easy - anyone

Moderate - fit with geared bikes

Moderately Hard - fit and experienced. Distances < 100km

Hard - fit, experienced and strong. Distances > 100km over hard terrain

If you are interested in doing a particular ride, but you feel it may be too long for you, don't be put off. Contact the ride leader to see if you can do part of the route.

WEDNESDAY MARCH 14

VIDEO SOCIAL NIGHT

Meet at 7:30pm at the Loftus Community Centre in Leederville (refer to map on page 7). Come to the movies and watch some big screen action - no cycling movies. Come and see a new release video on our very own Big Screen courtesy of Chris and Helen, but to find out which movie you will need to bribe the organiser with something sweet. Popcorn and supper provided.

Organiser: Janet ☎ 9319 9526 (H)

BIKEWEEK 2000

FRIDAY MARCH 16

BIKE TO WORK BREAKFAST

6:30am Start. BikeWest is providing breakfast for all those who cycle into Forrest Place this morning from 6:30am to 9:00am. Ride into Perth to be part of this cycling event and join the throng!

SUNDAY MARCH 18

50KM ACHIEVEMENT RIDE

50km Moderate, 9:00am for a 9:30am sharp Start. Meet at the corner of Great Northern Highway and Chittering Road. The time limit of 3 hours (17km/h average) should ensure that everyone has a chance of completing the distance. Note there is a \$10 fee for non-members.

Organiser: Simon ☎ 9271 2959 (H)

WEDNESDAY MARCH 21

BIKEWEEK BARBECUE

25km Easy, 6:30pm for a 6:45pm Start. Meet at McCallum Park at the end of Taylor Street, Victoria Park for an easy night ride around the riverside suburbs, and take in the beautiful night time views of the city lights. You will be rewarded with a free BBQ at the end of the ride. All food and refreshments will be supplied by the Cycle Touring Association, courtesy of BikeWest, but you will need to bring a plate, cup, cutlery and insect repellent. *Lights essential, reflective vests recommended.* Please RSVP by Monday, March 19, so that catering can be arranged.

Contact: Simon ☎ 9271 2959 (H)

SUNDAY MARCH 25

LAZING BY THE LOVELY LAKE LESCHENAULTIA

Enjoy a lazy lunch by the lovely Lake Leschenaultia, after enjoying an easy ride, or conquering a challenging climb or having ridden through scenic bushland along a disused railway track - the choice is yours on this ride. The lake itself has barbecues and a kiosk.

Option 1: 25km Easy. Meet at 10:30am opposite the Mundaring Hotel (on Jacoby St) for a relaxed ride to the Lake.

Option 2: 25km Easy. Meet at 10:30am opposite the Mundaring Hotel (on Jacoby St) for a ride to the lake via the railway heritage trail. Note: mountain bike or wide-tyred bike recommended.

Option 3: 60km Moderate. Meet at 9:00am at Midland Town Hall for a challenging ride into the hills to the lake. This ride will rendezvous with the first ride in Mundaring.

Option 4: 50km Moderate. Meet at 9:00am at the Swan View railway platform (near the corner of Morrison and Swan View Roads), to mountain bike up the railway heritage trail. Bring a light so you can ride through the tunnel.

Contact: Simon ☎ 9271 2959 (H)

WEDNESDAY MARCH 28

GOING TROPO(CANA)

30km Easy, 6:30pm Start. Meet at the Entertainment Centre carpark for a relaxed ride to Cottesloe to go troppo at the famous restaurant. *Lights essential and reflective vests recommended.*

Leader: Simon ☎ 9271 2959 (H)

SATURDAY MARCH 31

PROGRESSIVE DINNER

40km Easy, 6:00pm Start. Bookings and deposit are required for this extravaganza of fun, food, festivity and a little cycling. Please see page 2 for details, or ring the organiser. *Lights essential and reflective vests recommended.*

Organiser: Simon ☎ 9271 2959 (H)

SUNDAY APRIL 1

OUT FOR A DUCK(STEIN)

50km Moderate, 9:30am Start. Meet at Midland train station for a pleasant ramble around the Swan Valley, and maybe we can find out what's brewing.

Leader: Simon ☎ 9271 2959 (H)

WEDNESDAY APRIL 4

SOCIAL NIGHT

Meet at 7:30pm at the Loftus Community Centre in Leederville (refer to map on page 7). Come and enjoy a pleasant evening with the CTA. Tea, coffee and Milo will be available along with a light supper.

Organiser: Janet ☎ 9319 9526 (H)

SUNDAY APRIL 8

CRAIG'S CAPRICIOUS CAPER

25km Moderate, 9:00am Start. Meet at Amcap BBK Parts (171 Welshpool Road) for a spritely loop taking in South Perth.

Leader: Craig ☎ 9361 0292 (H)

SUNDAY APRIL 8

ROYALE RIVER

25km Easy, 9:00am Start. Meet at the Big Log in Kings Park (off Fraser Ave) for a scenic ride around the river and enjoy a refreshing morning tea stop.

Leader: Ann ☎ 9444 5160 (H)

APRIL 13-16

EASTER IN PIMELEA

Enjoy Easter in Pemberton staying at the Pimelia Hostel. This will be a popular event so book early with your deposit. See page 2 of the newsletter for further details or contact the organiser.

Organiser: Stan ☎ 9444 4207 (H)

SUNDAY APRIL 22**100KM ACHIEVEMENT RIDE**

100km Moderately Hard, 7:30am for a 8:00am sharp Start. Meet at Armadale Train Station for registration and map/ride description. A pretty but demanding (pretty demanding?) ride, going up Bedforddale Hill, past Glen Eagle, then onto Jarrahdale and Serpentine Dam before returning. The time limit is 6 hours (average 17km/h). Note there is a \$10 fee for non-members.

Organiser: Simon ☎ 9271 2959 (H)

SUNDAY APRIL 29**LAZY SUNDAY**

30km Easy, 9:00am Start. Meet at Charles Paterson Park (near the children's playground near Burswood Casino) for a leisurely ride through the inner suburbs, stopping on the way for some refreshments.

Leader: Terry ☎ 9472 9887 (H)

SUNDAY APRIL 29**A SOUTHERN SOJOURN**

80km Moderately Hard, 8:30am Start. Meet at the Big Log in Kings Park (off Fraser Ave) for a fast paced ride to some of the southern reaches of the metropolitan area.

Leader: Mark ☎ 9382 1961 (H)

SAT-SUN MAY 5-6**WEEKEND AT YORK**

Spend a relaxing weekend at York, staying at a lovely holiday home. Bookings and a deposit are required. See page 2 of the newsletter for further details or contact the organiser.

Organiser: Simon ☎ 9271 2959 (H)

SUNDAY MAY 6**LEISURELY UP THE RIVER**

30km Easy, 9:00am Start. Meet at Charles Paterson Park (near the children's playground near Burswood Casino). Join us for a leisurely ride up the river to Guildford, stopping on the way for some refreshments.

Leader: Noel ☎ 9355 2745 (H)

SATURDAY MAY 12**CENTURY CHALLENGE**

100 miles Hard, 7:30am for an 8:00am sharp Start. Meet at the Lakes BP Service Station on Great Eastern Highway. The scenic course includes Wooroloo, Toodyay, Northam and York. The time limit is 10 hours (average 16km/h). Note there is a \$10 fee for non-members.

Organiser: Terry ☎ 9472 9887 (H)

SUNDAY MAY 13**MOTHERS DAY RIDE**

10km Easy, 9:00am Start. Meet at Deep Water Point for a coffee and a 9:30am departure. All mothers and families are welcome to join us for a chat and a ride around the Canning River on the cycle path.

Leader: Janet ☎ 9319 9526 (H)

If you are interested in leading a ride, or you have a suggestion for a ride that you would like to do, please contact the Rides Co-ordinator by April 15.

Reporting Cycling Hazards

All riders are encouraged to make a note of hazards observed during rides on roads and paths, especially newly installed ones, and to submit a hazard report to Bikewest. The hazard reports should be submitted to Bikewest, either using the freepost cards provided by Bikewest or by e-mail. Sending an e-mail is an easy way of submitting a hazard report with HAZARD REPORT in the subject and a good description of the location and the hazard. The e-mail address is bikewest@transport.wa.gov.au with a copy to the BTA at bta_wa@hotmail.com please.

Cycle Instead Federation Ride

Saturday March 17, from 9:00am to 1:00pm

Background

As this year is the celebration of Federation, an event called "Links in the Chain" Federation Bike Ride is being held nationally to commemorate the centenary of Federation. Any person can participate. The idea is that cyclists will undertake a cycle journey of either personal significance or linked to federation, by themselves or in a group, between January 1 and May 8. When all these rides are plotted on a map, cyclists will have symbolically "linked" the nation.

Summary

The ride will extend between Fremantle and Victoria Park. There will be a number of meeting points along the way where cyclists will stop and be provided with refreshments. The route taken will be mostly along the shared path along the railway. This will promote the path and allow people the option to return to their starting point via the train, promoting the provision of bikes travelling on trains for free. A number of all day multi-rider tickets will be available to participants to catch the train home.

The focus will be on fun and participation. The ride will be run at a leisurely pace. The inclusion of historical bicycles will emphasise the focus of fun and add to stories told giving the history of the different areas.

The Event

The event will be part of both Bikeweek and the "Links in the Chain" Federation Bike Ride. The event will begin in Fremantle and use the shared path along the railway to get to the other key locations of Cottesloe, Claremont/Nedlands, Subiaco, City West and Burswood. The ride will be a guided historical tour about cycling in Perth giving information, historical quotes and humorous stories of different sites along the way. The inclusion of the historical Bike Club with their historical bikes will give an added perspective on how people used to travel and also make for a fun spectacle and carnival atmosphere.

Cyclists can join and leave the ride as they choose, and because it is on the railway cyclists can leave or arrive at the event using the train. There will be a limited number of all day passes available to participants who wish to return to their starting point using the train.

Following is the schedule for the day:

9:00am: Fremantle train station

9:50am: Arrive at Cottesloe (Cottesloe Beach)

10:15am: Arrive at Claremont (Claremont Park)

11:15am: Arrive at Subiaco (Market Square Park)

11:50am: Arrive at Perth train station

12:30pm: Finish in Casino grounds for a sausage sizzle

A number of volunteers will be needed to man the stalls in the different locations. It is hoped the volunteers will be sourced from local bicycle clubs and Council staff. As part of the "Links in the Chain" Federation Bike Ride participants will receive a specially struck commemorative Bike Badge. Also participants will be asked to make a small donation to the royal flying doctor service.

Enquiries: Ann Bennet (Subiaco Council) ☎ 9311 8148

2001 MEMBERSHIP FEES

The CTA Membership is from January 1 to December 31 each year. Membership fees for 2001 have been set as indicated below:

1. Adult membership \$40.00
2. New members \$35.00
3. Full-time Students/Pensioners \$23.00
4. Dependants under 18 no charge

Note that part year memberships apply after June 30 and the above fees should be halved.

The CTA is a non-Government organisation relying on membership fees, donations and volunteer labour to achieve our aims and objectives. These monies help to provide each member with six Newsletters per year, a social evening venue and tea and coffee making facilities, weekend trips and tours "at cost", a library, an indemnity to cover property to name a few of the obvious benefits.

EQUIPMENT FOR HIRE

The CTA has some equipment (as listed below) which is available for members to hire for \$5 for 2 weeks or \$10 per month plus a bond. This is a great way to try out cycle touring without having to layout a large amount of money to equip yourself with the right gear.

- Rear Panniers (pair)
- Small Rack Bag (sits on top of pannier rack)
- Trangia

Please contact a committee member if you are interested in using this equipment.

CTA CLOTHING

The CTA has its own clothing available in two colour schemes - yellow with red stripes, or turquoise with green stripes.

The design is available in short sleeved Coolmax tops and black lycra knicks with a coloured side panel.

Some stocks are available in a range of sizes from S, M, L, XL and XXL and costs \$65 for knicks and \$70 for tops.

Please contact Mark or Melanie on 9351 9260 if you require any further information.

Cheques should be made payable to "CTA Clothing".



WHERE ARE YOU?

If you are lucky enough to move to a bright sparkling new place of abode, please share your good news with us. All members are asked to confirm their current address and phone numbers with Committee members.

CTA LIBRARY

The CTA has a small library of books and magazines relating to all facets of cycling and cycle touring. These are available for all members to borrow or just read at each of the social evenings. The books may only be borrowed for 4 weeks by contacting a committee member on the night. Contributions to the library would be greatly appreciated, so do not dispose of any cycling literature which you feel may be relevant.

POLICE BICYCLE REPORTS

The Police Bicycle Section would like to hear your reports of harassment, abuse or other serious incidents involving motor vehicles.

In order for the police to investigate an incident, you must be able to provide the registration number of the vehicle involved and the time and place of the incident. A description of the motor vehicle and the age and sex of the driver are also useful. You should always carry a pen and paper on your bike to record important details should you become involved in an incident. If the offense is serious, you should try to obtain the names of other witnesses who can verify your account. You can contact Officer in Charge at the Police Bicycle Section on 9222 1923 during working hours.

If undelivered please return to
PO Box 174 Wembley 6913
Western Australia

