

THE CHAIN LETTER

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

July/August 2001

Issue 159

The Century Challenge Slog

After four weeks with no riding because of holidays in the Eastern States, taking on the demanding Century Challenge ride could be considered foolhardy. With my son-in-law Terry supporting the ride, I knew he would take care of me even to the extreme of giving me a lift to and from the start at the Lakes. (What, Kleber not riding to and from the start!)

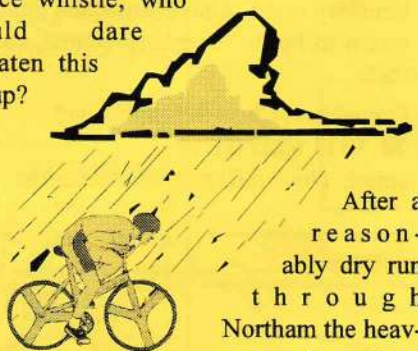
I was greeted at home with Devo's Tigger on Terry's bike carrier. Devo had ridden to Terry's house in the rain to also scrounge a lift. After loading the bike it was time to depart for the Lakes with the ominous rain with us all the way.

It was soon apparent that we would have to get out of the warm car and start to get ready as Colin, Paul, Ann, Mark and Hooky arrived. Poor Debbie and Evie were still trying to get their beauty sleep after being woken up to bring Hooky to the start from Bindoon. We moved out on time in light rain with Hooky and Devo only with minimal protection from the elements. I don't know how they keep warm?

The route via Wooroloo to Toodyay was as usual very pretty and relaxing with the rain easing off in time for Terry to set up the morning tea things at the first check point. The early pace was good so everyone needed to stock up on energy replenishing food and drink. The rain came back with a vengeance

as riders scrambled back to their steeds and poor Terry hurriedly packed up the stove and goodies.

As we cycled through the scenic route to Northam, we were comforted by the fact that we would be protected from any danger along the way by Devo. With his gladiator style shin protectors, humpback water carrier, colourful longs, red & yellow Tigger and police whistle, who would dare threaten this group?



the Avon way heading South to York, only to clear as we approached the second check point at York. After seven tired bodies had rested and eaten their fill, Hooky, who had struggled the last ten kilometres into York, decided to pull out at this stage as he had been unable to recover from a strenuous training ride the day before. Soon after leaving York, Ann experienced derailleur problems, so I remained with her while the others continued on. After some minor adjustments we were on our way again and soon settled into a good steady rhythm, with the beautiful undulating countryside gliding past.

The old unfit rider was beginning to feel tired as the very fit Pocket Rocket dragged him along at a good pace. Soon we approached Mark and Colin who were having a nibbles stop. Colin was feeling the effects of the

longest sustained ride he has attempted since his horrendous accident a few years ago. A very determined and courageous man.

Paul and Devo were the first back, then Ann and myself next, closely followed by Mark and Colin. A shivering Devo was trying to warm himself up by smoking a cigarette with no success. The rest of us gave each other warm congratulatory cuddles and this seemed to work.

As we all departed in warmer clothes and cars, Devo declared that his next purchase would be a good CTA rain jacket. With that comforting thought he then proceeded to fall asleep in the back of the car (see Mark's article about the jacket on page 8). A big thank you to Terry for his support.

Kleber Claux

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Bikewest



cycle instead

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

CTA COMMITTEE

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Please contact the Treasurer for Membership details and send all correspondence to:

P.O. Box 174 Wembley 6913

CTA Email: cta_wa@yahoo.com



NEW MEMBERS

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

John Cogill	Coralie Murphy
Teresa Liddiard	Warren Murphy
Basia Lis	Kevin Sheperdson

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



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Tours and Weekends

STARS IN YOUR EYES

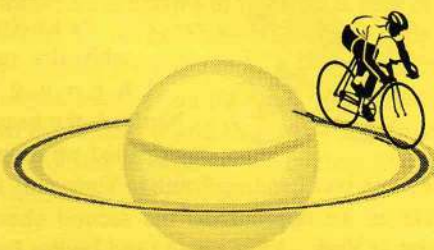
24 - 26 August 2001

View Mars, Venus, Saturn, the moon, constellations, nebulae and other deep space phenomena. The Murdoch Astronomy Society and the Cycling Touring Association present a cosmic alignment of events that brings you Stars in Your Eyes. Find out useful facts, like the opposite sex and where they came from (Mars or was it Venus? Or are they all in the MAS), and that Canus Major is not something you find at the dentist. Using sophisticated scientific instruments such as the Purple People Eater, the Redback and the Binosaur, these questions and others will be answered by expert astronomers in the MAS. Cycle around the picturesque Collie region during the day and stargaze at night. Leave behind the bright lights (and light pollution) of Perth and arrive Friday night by 8-9pm for the first viewing session. Viewing will also be held on Saturday night. Cost \$15 per night. Bring meat for a BBQ on Saturday night. Leave lunchtime Sunday to return to Perth. Numbers limited, so book early.

Organisers: Chris & Helen Lund

☎ 9313 6523 (H) or

email: clund@fizzy.murdoch.edu.au



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.

The tour is already FULLY BOOKED and so congratulations to everyone who made it in time. Preparations are now in full swing to make your holiday an enjoyable and memorable one. For those who are still interested in coming along, there is a waiting list and so a chance that you may be lucky to get on tour should we have any cancellations.

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



Mind Teaser

CITY BOUND

A couple of cyclists travelled northwards out of the city. After some time, they noticed that every 10 minutes they passed a cyclist going in the opposite direction. How many cyclists will arrive in the city in an hour assuming that the cyclists are travelling at equal speeds in both directions?

ISSUE 158 ANSWER

The Fallen Sign - The cyclist knew the name of the town he had left that morning. So he replaced the sign so that it correctly named the direction he had come from. It would then be correct for all the other directions.

CTA Web Page

Well, it has been a while in its generation, gone through several versions and concepts of operation but we now have drumroll a CTA Web Page.

The idea seemed simple at first, "Ann, what do you think if I created a CTA web page?" From there it went to the committee and came back with a "Go for it." OK, time to sit down in front a web page builder, now what should this thing look like?

I found out that somebody else had once put together something for a CTA web page. This sounded great, a starting point, something that I know people have looked at already and at least used to think was OK. Unfortunately on attempting to track this down I found it had long since disappeared so I was back to square one again.

So where to begin? One thing that needed organising was the web page name. The answer seemed perfectly simple and obvious www.cta.asn.au for our Cycle Touring Association. Yet this was not to be as the name had already been snapped up by the Christian Television Association. Following this we moved onto the name www.ctawa.asn.au. Relief, yes it is available, so let's put an application in for it now, quick smart, before somebody else grabs it.

Next we needed to work out where to host the site. Phone up a few ISPs to get pricing and almost fall off my chair at what they want

for what is such a trivial amount of work and resources. Fortunately my friend (and CTA member) Malcolm Evans runs an ISP called Surak (surak.com.au), I put forward to him what was needed and he agreed to let us host the site at no cost (well unless we wanted to start storing and distributing large MPEG movies of Kleber and Ann painting their toenails or the like :-)). I made the required system configs, DNS delegations and www.ctawa.asn.au was born.

OK, so we have the background technical side sorted (well without this, the page could never exist) now some inspiration was required to put something together. The only way to tackle this was to perform a require-

ments analysis of what the resulting product should do (Oh no this is starting to sound like work, I was supposed to be having fun!!!). This may sound overly strict in approach but following the basic concept made the design fairly easy. A set of buttons down the left hand side to access the main areas would work as there weren't too many different sets of information that currently needed to be presented.

What followed is all fairly boring although being away for work about 6 weeks in 9 slowed the whole process down somewhat.

So now members (as well as a fair portion of the world's population) can see the results at www.ctawa.asn.au. Provided here is club information, On Your Bike Tour information (the tour brochure and entry form can be found here) and the rides calendar. I'd like

to point out that the rides calendar page is my favourite spot as my wife, oops I mean to say I, always seem to lose the newsletter.

Primary work still to be completed is the conversion of the left hand side text links to much better looking graphical text buttons. I hope the site is of use to you and would welcome any feedback to mark@boulton.net.

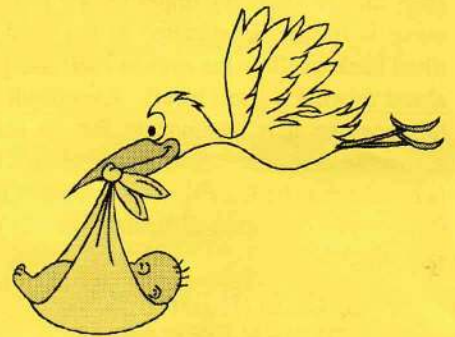
Mark Boulton

The CTA website address is:

www.ctawa.asn.au

It's A Boy!

Congratulations to Leanne Appleton on the safe arrival of her son Jed Alexander who was born on June 20, 2001. Jed was a little eager to get out of the starting blocks (two months premature) but is now racing along. Grandad (Roy Appleton) has been looking around for a bike with a really small crankset.



It's A Girl!

Congratulations to Graham and Bridget Blackwell on the safe arrival of their daughter Alice who was born earlier this year (March I think). (Apologies from the Editor who forgot to include the notice in the last issue.) Alice is keen to get involved in the CTA coming along to her first CTA event, the Bikeweek BBQ Ride, when she was only a couple of weeks old. Her big brother Louis doesn't know what all the fuss is about.



A Pain in the Neck?

Neck pain and headaches are commonly experienced by cyclists. They are also often tolerated as an unavoidable cycling discomfort but this is unnecessary. Understanding the factors that contribute to neck pain will enable you to implement strategies to overcome this nuisance and will enhance your cycling comfort, pleasure and perhaps even performance.

Neck pain is most likely to accompany long rides (greater than two hours) or cycle touring where you find yourself in the saddle for several consecutive days. There are three main reasons for the pain.

POSITION

The nature of even the most ideal cycling position places a postural demand on both the lower and upper neck. The normal outward curve of the lower neck is stretched even further while the upper neck's inward curve is further accentuated as the head is tilted back to allow the eyes to look straight ahead (always a good idea!). As a result of this position it is common to feel an ache across the base of the neck or headaches. The headache may be felt either at the base of the skull or over the forehead, sometimes only on one side.

OLD INJURIES/ OTHER DEMANDS

Of course the cycling position will place even more demand on a neck that is already injured. For example, if your neck has ever been subject to a whiplash injury in a car crash or a compression injury from a fall onto your head then, even if you seem to have recovered 100 per cent from the incident, such an extreme position is likely to stress the injury site and cause pain.

The extent to which neck posture will cause discomfort will also be influenced by what else you have been doing. If you have been sitting at a computer, bending over a workbench or sustaining a posture similar to that of the cycling position then your muscles will already be fatigued and so less likely to be able to support your joints.

ROAD SURFACE

A long bumpy road surface is more likely to cause neck pain. The discs, located between the vertebrae, act as shock absorbers so will have more demand placed on them over a rough surface.

FOUR STRATEGIES

There are four simple strategies to consider if you do have neck pain or headaches that are cycling related.

Firstly, the extreme position of the neck can be eased by handlebar adjustment. Slightly raising the handlebars (5mm at a time) will straighten the curve slightly and may be enough to relieve a significant amount of pressure on the neck muscles and joints. If you can't change the height of your head stem try using different handlebars. For example, riser bars, like those used for downhill mountain bike racing, can give you a comfortable upright position.

This will mean sacrificing aerodynamics a little but if neck discomfort is a feature of your cycling experience, the benefits gained in improving comfort will almost certainly outweigh the loss of speed from reduced aerodynamics.

Secondly, regular posture breaks while riding. By sitting up and reversing the cycling posture for as little as 10 seconds every 15 minutes gives the muscles and joints a rest from the constant position. To reverse the posture you sit up and tuck your chin in (give yourself a double chin) while you straighten out your thoracic spine.

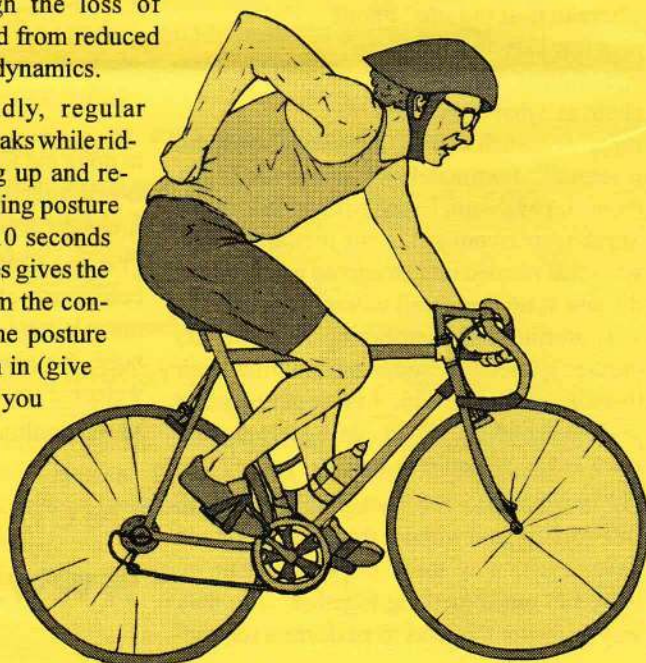
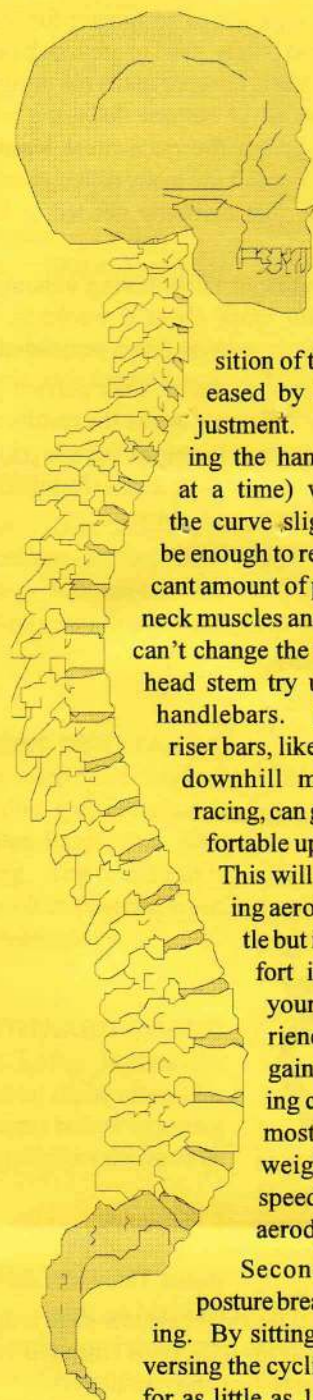
Adding neck stretches to a flexibility program (done at least three times a week) is a third way to help reduce cycling related neck pain and

headache. There are two major muscles to stretch on each side of the neck. They attach the base of the skull and neck to the shoulder blade. To stretch them effectively you must be quite precise with your movements. To stretch the (L) upper trapezius muscle, start by sitting tall and sit on the (L) hand. Tilt your head down to the (R) so that your nose goes toward your (R) armpit (thus best done post shower). Cradle your head with your (R) arm by putting your (R) hand over your head to hold onto the base of the (L) side of your skull. Gently guide your head in the stretch direction and stop when you feel a gentle stretch. **DO NOT FEEL PAIN.** Hold this gentle stretch for 10 seconds and repeat 3 times.

The stretch for the second muscle, the levator scapulae, is similar to begin with. Once you have taken your nose to your armpit, keep your chin down and your (R) ear near your (R) shoulder while you turn your nose back to the (L). This feels quite unnatural at first. If it is tight, you may not be able to move very far. Don't be concerned about this, just persevere doing the stretch regularly and you will notice improvement over about 1-2 weeks.

Finally, these are very general guidelines. A physiotherapist will be able to assess your neck thoroughly and construct a self management plan unique to your condition.

Don't keep putting up with cycling related neck pain and headache, it can be well managed if not eliminated altogether.



Mark's Meanderings

Achievement Rides

Since the last newsletter, we have conducted a few more Achievement rides for progress towards a series. On May 12 we had the Century Challenge (100 miles) from the Lakes via Toodyay and York. This turned out to be a very wet and windy day, so the ride was none too pleasant. I have written about it separately.

On June 3 we conducted the inaugural 5000 in 4, which contributes towards the Merit series of rides. This was a very pleasant day, being warm and sunny, if just a little cool to start with. Although not quite as difficult as the 10,000 in 8, it does use quite a lot of the same territory as the 10,000 in 8 and is thus a challenging and "scenic" ride (ie hills, some very steep). An intrepid not-so-little band, consisting of Karen, Kate, Teresa, Bruce, Devo, Kleber, Mark B, Paul, Simon, Terry and myself started and all finished within the 4 hour time limit. Well done everyone! It should be noted that there were some complaints about the difficulty of the ride up Brookton Highway, especially from a certain newsletter editor who planned the route!

Two weeks later saw the 10,000 in 8 take place, albeit with not-so-sunny conditions. In fact, it was down right freezing, plus threatening rain into the bargain! The little band trundled off, while our erstwhile Rides Coordinator undertook a reconnaissance of the new 50km Achievement Ride course. We assured him before departing that we weren't planning to be back in less than five hours! As most will know, the ride is quite challenging in any case, so it was made just a bit more

challenging by some moderately heavy rain (for about an hour and a half) during the middle of the course. Maybe we needed cooling off after riding up Soldiers Road. It poured while we cycled down the hill past Canning Dam, but luckily we didn't have to contend with rain on any of the other descents. However, it didn't really get any warmer, so, somewhat fortunately, the climbs were a bit more bearable than they sometimes can be, with the descents being pretty chilly. Suffice to say, we all completed the ride safely and within the time limit.

Looking after your Bike

In the last newsletter, I wrote about looking after your bike. Since then, a helpful hint has been passed on to me on how to do something about the nicks and scratches that our bikes accumulate. The suggestion is to use nail varnish. This is a relatively cheap and very effective way of covering scratches in the paintwork to stop further damage via corrosion. Also, given the vast array of colours available in nail varnish, it is very likely that you will be able to find a colour which closely (if not exactly) matches the colour of your bike. For confirmation of this claim, just ask the owner of a certain blue and purple Cannondale! In addition, nail varnish is quick drying, and if you don't like the result, it is easy to remove it with nail polish remover. However, having said all that, I am not sure that pharmacies and various retailers who sell cosmetics will take too kindly to you wheeling your precious bicycle into their premises, to see how the nail varnish matches!

The Club Thing

Many of you who will be reading this are

members of the CTA. Do you ride with the club? If you aren't a member of a club, or are a member of the CTA and don't participate in CTA rides, then you may be missing out. There are certain advantages of being in a club with a common interest.

Riding your bike is generally good for your health and fitness, and gets you out and about to see some of the world from a different perspective. Riding by yourself is fine, because there are times when you may prefer to ride by yourself, or it may be expedient to do so. This may include riding to and from work, going on a solo world tour or training for specific events.

However, if you participate in cycle club activities, you get just a bit more than just riding the bike. Along with the sense of personal achievement, there is the sense of camaraderie and enjoyment that comes with doing things in a group, particularly with a group of similar riding abilities. This sense doesn't diminish when the going gets tough either – there is a certain feeling of satisfaction in getting through a difficult ride as a group, be it the terrain or the weather conditions. Those who participate in the Achievement rides will know what I am talking about. There are also the more pleasant aspects of group riding, such as enjoying the areas that you are riding through and of course, stopping for coffee. The weather of late has been especially pleasant, making the CTA group rides very pleasant occasions.

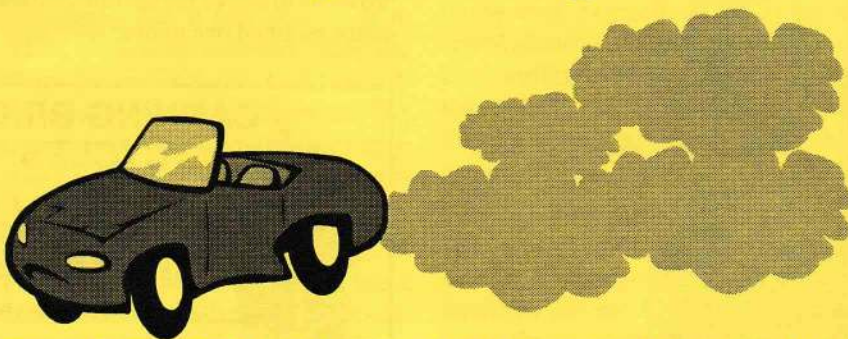
I hope you can join us some time soon.

Safe Cycling.

Mark



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.

In Sympathy

It is with great sadness that we heard Eugenia (Jean) Wiechecki passed away recently. Jean was the mother of long-time CTA member Stan Wiechecki and the CTA would like to extend our deepest sympathy to Stan and his family. Our thoughts and prayers are with you.

On York Bike!

Friday May 4, 2001, I've been anticipating this journey since the Chainletter was sent in the mail. I wake up early Friday morning, have brekkie and finish up the pre-packing from Thursday night, saying cheerio to Tiger to mind the house, while wheeling out Tiga for a good run to Midland. It was a beautiful day to ride; bad luck for all the workers who had to work. The traffic hampered my efforts a tad but I managed to arrive at Midland station awaiting Karen, Ann and ride leader Simon; apologies from Stan who was coming down with something.

We rode to Mundaring's morning tea rest; we needed it after the vigorous ride down and up Leithdale Street, sharp left and up again (!!) Ryecroft Street (Ann was still cold (??) so she hovered around 'till Karen and Simon caught up).

We rode the usual way to Chidlow and to our lunch sloop at The Lakes; special care is required when entering or exiting The Lakes roadhouse as many BIG trucks congregate there. We got the usual small chat from motorists admiring our bikes: "How heavy is it?, Where are you going?, how much did you pay?, Back in my day..." etc.

We were halfway to York, just another 47km and a coupla more to York and our holiday home, courtesy of Bill and Maree. Riding along the Great Southern Highway, Tony H drove past us, stopped and offered to take

Some of the crew on their way to York.



some load off us, Simon's bike is so heavy; "No thanks mate. We'll soldier on."

Ann and I were pacing ourselves, lucky for me we had a tail wind and before I knew it, Ann was riding on Tiga's tail as Tony H welcomed us into York, on his bike ready to go.

For the price of \$20 per night/person, the home has a spa, big, big shed, a small swimming pool in the shed, egg-bearing chickens, a lovely house with all the mod cons and a table tennis set up inside the shed! This was a great place and it was worth the effort.


We settled in and enjoyed Ann's sumptuous dinner. Hmm...I think I had a smallish plate and piled up the fettuccine; it was superb. Next target was the spa!! Ripper. Nice and warm; I think it did wonders for my tired legs. Ann and Tony enjoyed it so much, I thought they were going to sleep there.

Saturday and the troops arrive: Mark E, Lance and Patricia, Teresa, and Kate. "Welcome. Settled in? Let's go for a ride to Beverley for lunch by the Avon River." Mark and Teresa were having a great time on the swing, I picked up their local newsletter, Lance and Patricia spied on the local road hogs and the polizzia were busy doing local work. I must take a quick pic.

Riding back to York, Lance and Patricia were setting the pace, then Mark took over, then I took over. We arrived in plenty of time for afternoon tea; Hmm...it's been 45 minutes. Where's Simon, Karen, Tony and Teresa? Roy and Pauline joined us briefly before they drove out to search for the late-comers. Their motor returned one minute later relaying the



A perfect photo opportunity in front of the majestic York Town Hall.



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Mark and
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the swings
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tailenders were just behind them. Puncture? No, that happened to Ann on our way to Beverley. Cramps? No, that happened to Max in the 100k a couple weeks ago. Injury? Fortunately not. They just stopped along the way to enjoy the scenery - and that's what cycle touring is all about.

Sunset was nearing and half the group went to the bottle shop and the other went to the holiday house and started preparing our own dinners; cooking, eating, washing and somewhere a little bit of red wine or port or cuppas.

Table tennis anyone? Tony and Karen had a go, then I joined them and later Simon joined us for doubles. Great game table tennis.

The big splash in the spa was beckoning. Teresa, Kate, Mark, Ann, Tony and Simon again; did I forget anybody? Err...we negotiated and chanted for Karen to join us but she graciously declined a dip - and photographs were strictly verboten. Simon got out and took half the bubbly water with him; OOPS! Lance and Patricia were struggling to stay awake and they promptly went to sleep. The rest of us went sooner or later.

Sunday morning and it was pouring with rain. I think it will break soon and encourage the others to cycle back to Midland. Uhm...err...ahh...maybe not this time. The sun shone through (thank you gods of optimism!) as I rushed out to get Tiga - cheerio gang.

Riding up (up?? I thought I had ridden UP to York!) the Great Southern Highway, I had a fresh cross/head wind aided by rain clouds. There were interesting items beside the highway that I wanted to take photographs of, but my camera does not like rain - there's always another time. Teresa's car beeped as it went past with a few waves of "Be brave". Five kilometres out from The Lakes were two



The hoard of hungry cyclists eye off a target for lunch.

HUGE iron ore trucks and I was being trafficked by the polizzia; I was just a mere ant on the road. I cycled to The Lakes, Chidlow and Midland amidst comments like "Are you crazy cycling in this weather?"; "Where have you been?"; "Back in my day..." etc. etc. Picking up my big backpack at Simon's, I cycled the final leg home to the city.

Home. Time to do the boring unpacking and have a hot shower. Despite the showers on Sunday, it was a great weekend away. A BIG thanks to Bill and Maree for the use of their home for the weekend; it was bonza mate! Thanks to Simon for organising it; I think Karen knows something about it also. Looking forward to the next holiday home. Remember to bring some spending money.

A bit wet Devo

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CTA Rain Jacket Put to the Test

The weather in the lead up to the 160km had been reasonably fine, except for the weekend before when it rained lots on the previous Sunday. However, the forecast on Friday for Saturday was as follow:

Forecast for the Perth Metropolitan Area:

Issued at 11:28am WST on Friday the 11th of May 2001 for the remainder of today and Saturday. Cloudy but mainly fine today. Showers developing over-night and increasing tomorrow, becoming heavy at times with possible hail. Cold SW winds tomorrow becoming strong and squally at times.

A small group of hardy souls turned up at the start on Saturday, determined to do the ride regardless. Suffice to say, the actual weather conditions were more or less as predicted! This was, as I was to find out, to be a very good test of the comfort and practicality of my CTA raincoat.

It was raining as we started off, and did so for about 20 minutes. We hoped for a similar day to last year, where it rained at the start and at the very end, but that was not to be this time! The wind was cold, but luckily reasonably favourable as we headed on the first hilly section to Toodyay.

We stopped at the junction of the road heading to Northam, for a welcome break and a hot drink. Just as we were about to start off again, down came the rain! Terry had to scurry about collecting the tea stop things together, while us cyclists got on our way again. It rained heavily for a while, and eased off again, before settling into occasional showers on the way to York.

At York, we stopped at the rotunda by the river and enjoyed a break in a short time of

clear weather. Just before we were due to get under way again, it rained heavily and we made best use of our shelter!

The way back to the Lakes was quite hard work, with frequent heavy showers and cold winds making the going fairly hard. Just to make things interesting, we had a couple of semi-trailers carrying Haulpack components going in the opposite direction! We were not far from the end when it started to rain yet again. We were all very glad when we arrived at the finish, and prepared to make our respective ways home.

You can probably guess how the bike's engine fared, but how did the raincoat go? Well, this was probably one of its most severe tests I've subjected it to. I kept the coat on all day, and under the cold, wet and windy conditions, it didn't leak. It is claimed to be breathable, and appears to be reasonably so, as well as being windproof. I think the vent at the back goes a long way towards preventing it from becoming too humid inside. It is worth noting, however, that it is best to dress lightly underneath to stop getting too hot (that is, if you think of a thermal vest and cycling top as "dressing lightly"). The jacket's sleeves are long, and thus don't ride up when you are riding on the drops or with arms stretched out straight. The colour is highly visible, and it has reflector stripes for night time riding or low-light conditions. It also has some pockets – the back one in particular is handy for keeping those little snacks in. I was very impressed with my purchase, after having been a bit sceptical when I first acquired it.

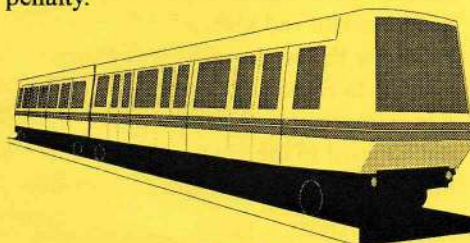
Mark

Bikes on Trains

Some time ago Transperth dropped the fee for taking bikes on Perth trains on weekends, and later dropped the fee altogether, thus greatly increasing the attractiveness of using the train as part of a cycling trip. But, cyclists were still not allowed to take their bikes on the trains during peak periods.

As from Monday, July 16, cyclists may now ride Perth trains during peak hours - but only in the non-peak direction i.e. away from Perth in the morning and towards Perth in the afternoon. The peak periods are defined

as 7am to 9am and 4:30pm to 6:30pm, Monday to Friday. Cyclists will still have to avoid the City Station in these periods. Beware, if you breach these restrictions, you risk a \$50 penalty.

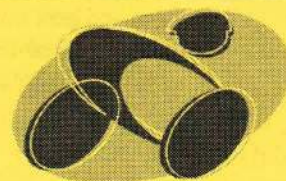


Rain Jackets



The CTA is ordering another batch of these popular rain jackets made by Maresa and are available to CTA members at the low price of \$155. The jacket is made from 'Breathalon' and is breathable, waterproof and wind-proof. It is well made and highly visible.

Contact Mark Boulton on 9351 9260 for further details.



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Keep up with the latest breaking news on all cycle related matters - whether your interest is in MTBs, Touring, Time Trials, Road Racing, or gizmos and gear. Listen to the experts (and occasional CTA dumbos) as they bring you what is happening in WA and the world.

**Tune in to Radio 6NR on
Saturday mornings**

8.00 - 8.15am

**Put a smile on your dial and
tune to 927KHz**

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).

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.

THE WINNER'S CIRCLE

Congratulations to the following people who were successful in completing the following achievement rides.

50km

Terry Bailey	Simon Koek
Dan Boulter	Teresa Liddiard

100km

Dan Boulter	Simon Koek
Karen Date	Teresa Liddiard

Century Challenge (100 mile)

Paul Armishaw	Devo
Kleber Claux	Colin Pearce
Mark Elliott	Ann Wilson

5 000 in 4

Paul Armishaw	Simon Koek
Terry Bailey	Teresa Liddiard
Bruce Beecham	Basia Lis
Mark Boulton	Devo
Kleber Claux	Colin Pearce
Karen Date	Kate Smith
Mark Elliott	Liz Wheib

10 000 in 8

Paul Armishaw	Colin Pearce
Kleber Claux	Bernard Pearn-Rowe
Mark Elliott	Liz Wheib

Coming up in this calendar is the grueling 300km and a second chance for the 100km, Century Challenge and 5,000 in 4 achievement rides.



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66 Adelaide St, Fremantle

Rides Calendar — July to August 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.

SAT-SUN JULY 14-15

CHRISTMAS IN JULY

This year Xmas in July is being held at Club Capricorn near Yanchep with accommodation in chalets. Two ride options are available, one leaving from Perth which will join the other one leaving from Currumbine railway station. Bookings with a \$10 deposit are required by June 30. Places are limited so it's first come first served. See page 2 for further details.

Organiser: Mark ☎ 9382 1961 (H)

SUNDAY JULY 22 100KM ACHIEVEMENT RIDE TAKE 2

100km Moderately Hard, 8:45am for a 9:00am sharp Start. Meet at Armadale railway station. 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). Participants must book at least one week prior to the ride, and there is a \$10 fee for non-members.

Contact: Simon ☎ 9271 2959 (H)

SUNDAY JULY 22

NORTHWARD BOUND

50km moderate, 9:00am Start. Meet at the Loftus Community Centre, off Loftus Street in Leederville (the social night venue) for a journey to a northerly destination for refreshments before returning (assuming the ride leader doesn't get lost trying to follow the freeway cycle path).

Leader: Terry ☎ 9472 9887 (H)

SATURDAY JULY 28

200KM ACHIEVEMENT RIDE

200km Hard, 6:45am for a 7:00am sharp Start. Meet at Midland Police Station (cnr Morrison and Spring Park Roads) for a challenging ride that takes in Toodyay, Dewar's Pool and Chittering Valley. The time limit is 13½ hours (average 15km/h). Note that there is a \$10 fee for non-members.

Organiser: Terry ☎ 9472 9887 (H)

SUNDAY JULY 29

MARTINI HILL RIDE

20km Moderate, 9:00am Start. Meet at the Admiral Park carpark, Heathridge (this is along Admiral Grove, off Caridean Street, but before Channel Drive — and about 5 minutes from Edgewater Station). Come for a sojourn through the northern suburbs taking in ocean views, natural bushland, and the panoramic views of Martini Hill (named by the leader after the suggestively shaped water tower).

Leader: Mark S ☎ 9402 1767 (H)

SUNDAY AUGUST 5

PETE'S PERSPIROUS PEDAL

65km Moderately Hard, 9:00am Start. Meet at the Kelmscott railway station for a demanding ride around Roleystone, enjoying such beauty spots as Peet Road, Churchman's Brook Dam and the Waterwheel Tearooms.

Leader: Peter ☎ 9246 5061 (H)

SUNDAY AUGUST 12

A FUN FREQ FROLIC

40km Easy, 9:00am Start. Meet near the Old Mill, South Perth, either on the grass or under the freeway if raining. Enjoy a leisurely ride to Fremantle for refreshment before returning.

Leader: Kate ☎ 9367 3739 (H)

SAT AUGUST 18

CENTURY CHALLENGE TAKE 2

100 miles Hard, 7:45am 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). Participants must book at least one week prior to the ride, and there is a \$10 fee for non-members.

Organiser: Terry ☎ 9472 9887 (H)

SUNDAY AUGUST 19

MARGARET RIVER IN THE SWAN VALLEY?

45km Moderate, 9:00am Start. Meet outside the Lone Star restaurant at the Galleria, Morley, for a ride to the Swan Valley of cocoa-lassal proportions before returning. Please contact the ride leaders prior to ride, as it may be cancelled due to inclement weather.

Leader: Lance and Patricia ☎ 9249 1970 (H)

SUNDAY AUGUST 19

JOHN FORREST MTB RIDE

4 hours MTB Moderately Hard, 9:30am Start. Meet inside the John Forrest National Park gates at the Tea Rooms (you may have to pay to park inside). The ride will go and explore places far and wide, along the slippery muddy trails, to places not yet known to club members (including me!). Mountain Bikes only, and bring some nibbles to re-fuel.

Leader: Noel ☎ 9355 2745 (H)

FRI-SUN AUGUST 24-26

STARS IN THEIR EYES

This weekend away is being held in conjunction with The Murdoch Astronomy Society, and promises starry vistas (weather permitting!). See page 2 for further details.

Organiser: Chris and Helen ☎ 9313 6523 (H)

SUNDAY AUGUST 26

RIDE THE RAIL TRAIL

60km Moderate, 8:30am Start. Meet at the Midland railway station (meeting the 8:00am train from Perth) for a ride along the old railway to Mount Helena. Bring a snack for a stop along the way. As the riding surface is unsealed, tyre widths of 35mm or more are recommended.

Leader: Lorraine ☎ 9271 1540 (H)

SAT SEPTEMBER 1 300KM ACHIEVEMENT RIDE

300km Hard. This is the CTA's hardest ride, having to complete 300km in 20 hours (average 15km/h) and is required to complete the Super Achiever series. Please contact Max for details.

Contact: Max ☎ 9448 2039 (H)

SUNDAY SEPTEMBER 2 YOU'LL RIDE AND LAKE IT TOO!

80km Moderately Hard, 8:30am Start. Meet at the Midland railway station (meeting the 8:00am train from Perth) for a ride to Lake Leschenaultia via John Forrest National Park for lunch, before returning to Midland.

Leader: Simon ☎ 9271 2959 (H)

SUNDAY SEPTEMBER 9 MEET YOUR FELLOW 2001 ODYSSEY TOURERS

50km Moderate, 9:00am Start. Meet at the Raffles Hotel for a social ride along the river to a delicious morning tea. All 2001 Odyssey Tourers are especially encouraged to come along to meet and ride with your fellow tourers.

Leader: Ann ☎ 9444 5160 (H)

SUNDAY SEPTEMBER 9 5 000 IN 4 ACHIEVEMENT RIDE TAKE 2

55km Moderately Hard, 8:45am for a 9:00am sharp Start. Meet behind the BP Service Station at the corner of Albany Highway and Gilwell Avenue, Kelmscott (near Kelmscott railway station). This course promises 5 000 feet of uphill and downhill around Armadale and Roleystone. The time limit is 4 hours (average 14km/h). Participants must book at least one week prior to the ride, and there is a \$10 fee for non-members.

Contact: Simon ☎ 9271 2959 (H)

SATURDAY SEPTEMBER 15 AUDAX 200

200km Hard, 8:00am Start. Welsh Wanderings is an unsupported ride starting in Rockingham and wandering around the surrounding areas. As for all Audax rides, bookings must be made at least one week before the ride.

Contact: Ken Jones ☎ 9529 1384

SUNDAY SEPTEMBER 16 ROVING 'ROUND THE RIVER

15km Easy, 9:30am Start. Meet at Deep Water Point for coffee before starting the ride. Riders of all conditions, maternity and paternity are welcome for a chat and a ride on the cycle paths around the Canning River.

Leader: Janet ☎ 9319 9526 (H)

SUNDAY SEPTEMBER 16 SOUTHERLY AGAIN

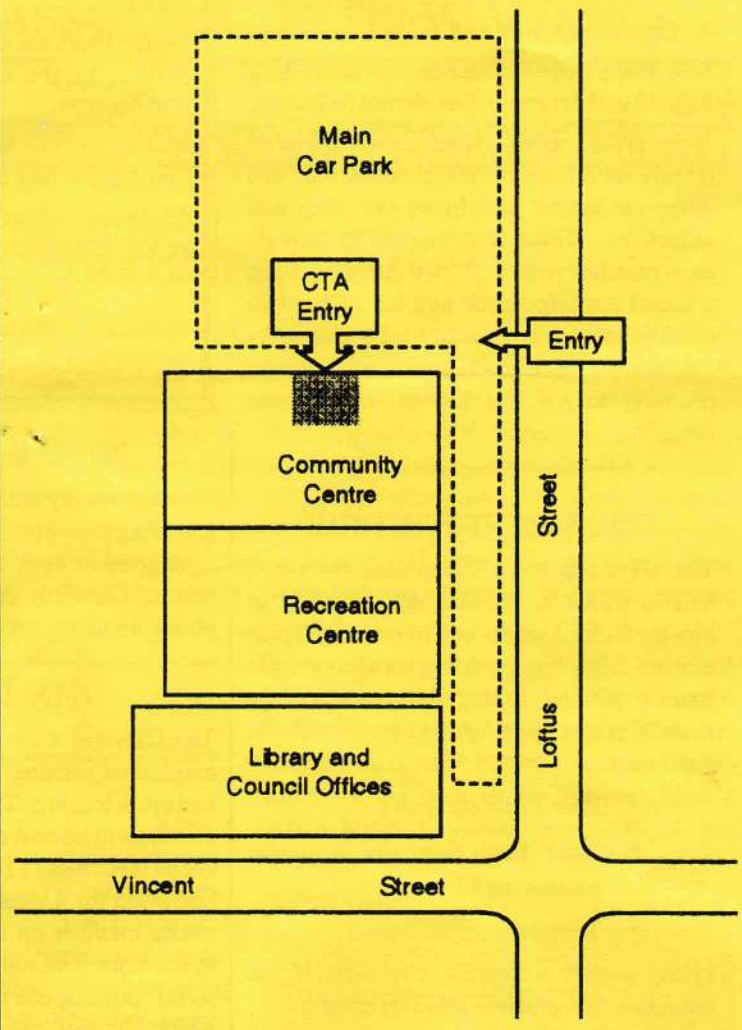
80km Moderately Hard, 9:00am Start. Meet at the Big Log in Kings Park (off Frazer Avenue) for a fast paced ride to southern parts of the metropolitan area.

Leader: Mark ☎ 9382 1961 (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 August 15.

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).



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. Nearly all ride routes are likely to include hazards, even if minor ones, like centre-mounted grab rails on paths, lips on kerb ramps and drive entrances from roads, or drainage grates with gaps to trap skinny tyres. The aim is to get these fixed, and more importantly, to stop new hazards being installed.

About 80% of hospitalised cyclist crashes did not involve a motor vehicle. Most were "loss-of-control" crashes, and an unknown proportion of these were due to hazards on paths and roads.

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.

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

