

# THE CHAIN LETTER

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

July/August 2002

Issue 165

## Tales from Europe

As many of you are aware, a contingent of CTA members are currently touring through Europe. In this modern age of communications, we don't have to wait until they return to catch up with their adventures, or for the odd postcard (which often don't arrive until after they return!). Tim has been sending emails keeping us up to date and a copy of these has been printed below for your enjoyment.

### UPDATE #1 (23 MAY)

A quick virtual postcard from Salisbury where Norman, Warren, and I have arrived after three days of cycling.

The trip over was very long. Have about 210km on the clock after 3 days of cycling, so tomorrow is a rest day!

Rode about 90km today, along one of the many Avon rivers in the UK, including a detour to Stonehenge.

The weather here is lousy. It has rained every day, although I'm told they had a heat wave last week.

### UPDATE #2 (8 JUNE)

Since my last message I have moved on from the UK to France. Norman, Warren and I

took the ferry from Portsmouth to Normandy, where we visited 4 of the 5 D-Day Beaches (apparently George W. Bush was there around the same time as us - hence there were bus loads of armed French police around. The weather in Normandy was very cold and wet.

We made our way to Paris, where all 7 of us have joined up, and spent 5 days in glorious Paris sunshine. I'm all tired out from so much sight seeing in Paris, and climbing (up the Eiffel Tower, up the Arc de Triomphe, up the towers of Notre Dame, down into and up out of the Paris Catacombes).

Moved on to cycle in Burgundy - some amazingly old villages and great food at much better value than Paris; however the weather has been wet, and the terrain is quite hilly, so it has been a struggle for some of us, given our full panniers.

Currently in Dijon, having a few rest days. Just got in and found my first internet café in ages.

Having a great time.

### UPDATE #3 (18 JUNE)

Hello all from the internet café in St Claude, near the French Swiss Border.

It's been some heavy cycling since my last internet message from Dijon. We've headed into the Juras, which is the mountain range bordering Switzerland. The route has largely followed rivers and valleys, but in this part of the world there is no avoiding uphill cycling.

On our rest day in Malbuisson, Mark, Norman, Mike H and I cycled up Mont D'Or. This is the nastiest hill I have ever cycled up!

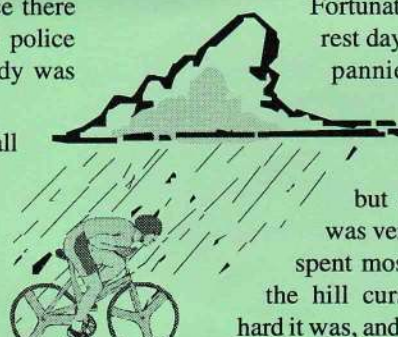
Fortunately, this being a rest day, we had left our panniers and all our gear at our chalet in Malbuisson,

but none-the-less it was very hard indeed. I

spent most of the way up the hill cursing about how hard it was, and how I would not ever do anything so stupid again.

We reached the 1240 metre point, where there was a restaurant. At this point my ears started to crumple, and the road which was very, very steep, became extremely very, very steep.

(continued on page 4...)



## Bikewest



### cycle instead



Department for Planning  
and Infrastructure  
Government of Western Australia



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

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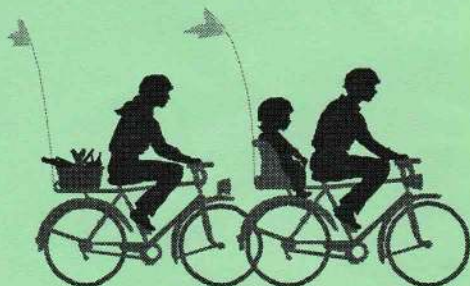


## NEW MEMBERS

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

Cees Beemster	Maureen Gardner
Phill Collins	Con Greenwood
Trish Collins	Mike Hopkins
Mark Corbett	Liz Jenzen
Aubry Dodd	Mary Kearns
Wendy Duncan	Steve Sertis
Peter Eckersley	Dennis Smith
Bernard Flynn	Phillip Wegner

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



# Tours and Weekends

## TOOD-YAY! WEEKEND

7 - 8 September 2002

For all those who love to tour, but don't have 9 days to spend 'on your bike', this is the tour for you! By staying overnight in a hotel, we don't have to carry 'panniers' of junk, and we don't have to fiddle around packing up wet tent flies and groundsheets in the morning. We just have to do what we like best — ride!

The Saturday ride is about 105km, taking some hills, but we escape the traffic by following the Chittering Valley and Julimar Roads. Lunch is available on-route (please ring Simon for details) or you can bring your own. Accommodation for the night is at one of Toodyay's fine hotel establishments, as will be the evening meal. The details have yet to be finalised, but expect accommodation to be around \$30 and meals to start from around \$10.

The ride back will be along The Old Northam Road, escaping (for the most part) the hurly-burly of Great Eastern Highway. Lunch will also be available on-route. The return journey is around 95km.

Accommodation needs to be secured, so please book with the organiser as soon as possible, and a \$10 deposit will be required.

Organiser: Simon ☎ 9271 2959 (H)



## ON YOUR BIKE TOUR - A WHALE OF A TOUR

2 - 10 November 2002

This year's tour will start with participants being coached from Perth to Kendenup where we will have a scrumptious lunch. All fuelled up it will be time to start pedalling. Our first night's stopover is in Mount Barker, followed by the historic whaling town of Albany. Here we will have a rest day where there are plenty of interesting places to visit. The next day we will head west to Denmark and then onto Walpole. The coastal scenery is spectacular and the aspiring Karri forests meet the sea. We will have another rest day at Walpole where you might want to cycle around the magnificent Valley of the Giants and also take the famous Tree Top Walk. Now refreshed we will backtrack to Denmark and finally to Mount Barker. As this will be our last stopover it is the 'On Your Bike' traditional concert night where all hidden wondrous talents from participants are revealed - not to be missed - a guaranteed highlight of the tour!

After surviving the concert it will be a short ride back to Kendenup for morning tea and then farewell 'til next year.

**Please note: The tour is now FULLY BOOKED.**

Congratulations to all of you who were lucky enough (and quick enough) to get in. We will see you in November.

Tour Organiser: John Meakin ☎ 9332 5550  
email: oyb@ctawa.asn.au

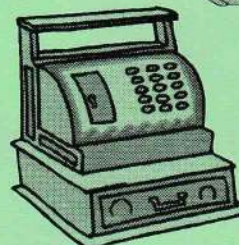
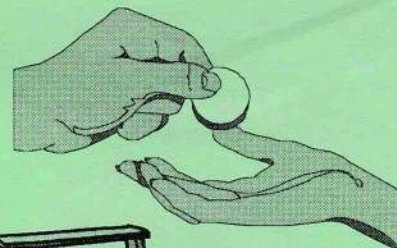
## Mind Teaser

### MYSTERY PURCHASE

In a local hardware shop, 1 costs \$0.60, yet it costs \$1.20 for 50 and \$1.80 for 144. What is being bought?

### ISSUE 164 ANSWER

**Red Light** - After a bit of algebra you can deduce that Stan rested for twice as long as Simon and therefore must have ridden faster to cover the same distance in less time. (Assuming I had remembered to tell you that they arrived at the same time!)





# Deadly Treadly Easter 2002 Ride

The Deadly Treadly group in Melbourne organise two rides a year, one at Easter and one on the Melbourne Cup weekend. They always meet in Melbourne and are bussed to a starting point out of Melbourne and ride back into the city.

We were introduced to the Deadly Treadly's by friends Denis and Jenny, who we met on the 1997 Spring on your Bike Tour to Wongan Hills with the CTA. They kept laughing at us when we complained about the hills. We forgot what they told us about the hills in Victoria and flew over to ride the Easter 2000 from Gippsland to Melbourne. The hills were relentless as we rode up and over a series of ranges between river valleys. However, we forgot the pain we had experienced and decided to give it a go again.

We were not charged extra to fly the bikes over. The last time we flew we bought Qantas bike boxes for \$15 each. Had we realised we probably could have got some free from a bike shop. We packed the bikes into the same boxes after removing peddles, seat and handlebars and arrived at Perth airport to catch a mid morning flight to Melbourne so we would get in at a reasonable time for our friends to pick us up. That was the theory anyway. Somebody checked their luggage through from Kalgoorlie and didn't show up in Perth so everyone had to be taken off the plane and all the luggage unloaded and checked again. We finally landed in Melbourne about 4 hours late.

The next morning was Good Friday. Our friends Denis and Jenny, Stuart and I were dropped off in the city beside the Yarra by their neighbour, with bikes and baggage including tents, sleeping bags and air mattresses. We assembled the bikes minus peddles and loaded them into a cattle truck, then boarded busses, along with another 120 odd people, to be transported to Beaufort between Ballarat and Ararat. The first day ride from Beaufort to Clunes (52ks) was a breeze with the wind on our backs. A cyclist's dream. We detoured to a winery en route and stocked up on wine for the night. You always sleep better when camping with a few glasses of red in you! As is usual on these rides we camped on the football oval. The guys had a few too many medicinal reds that night. They were not happy chappies the next day. Easter Saturday the other 3 opted to take the short (43ks) ride to Daylesford and I took the long ride (75ks). For one third of the way I had the wind behind me as I went north but the rest of it was a hard slog with 60 km/h SE

wind on the nose and hills, hills and more hills. I took a break at a place where they grow willows to make cricket bats and had a well deserved afternoon tea with some other fellows I had been riding with. Then it was more hills through the spa town of Hepburn Springs to Daylesford with one more big hill to the camping ground on the football oval. When I got in the others had only been there about an hour before me. They had a hard ride with 50 to 60 km/h winds on the nose all the way. We were all exhausted. I had a lovely surprise to find that my kind husband had put my tent up for me. After the usual communal shower (men/home, women/away) in the football club change rooms, which I'm sure had never been cleaned, we revived for a BBQ at the club.



The next day on Easter Sunday Denis had a different ride he wanted to do partly on gravel so Jenny, Stuart and

friend Terry went with him and I stuck to the programmed route to Bacchus Marsh (72ks).

The first half was hilly but then we rolled off the end of the Great Dividing Range down to Bacchus Marsh. It was heaven compared to the day before.

Monday was the last day with a 72k ride. The first half was on flat country through the countryside, the second half was on the highway shoulder into Melbourne and not very pleasant as the shoulder would frequently cut out then you had highway traffic up your backside. We wove our way through the streets of Melbourne to a pre arranged pub where all our baggage had been off loaded onto the footpath. After a hearty lunch and seeing our bags loaded into a friends' car, we rode along pleasant bike paths through the city and along the Yarra to Glen Iris where we were staying. The luxury of a clean toilet, a hot shower and comfortable bed were very welcome that night.

The next two days we spent being tourists sight seeing around Melbourne. We bought all day passes and had a great time hopping on and off the trams and trains. We caught the ferry to Williamstown, an old port town where the Yarra joins Port Phillip Bay, had lunch then caught the train back into the city. We went to the movies and saw "A Beautiful Mind". An excellent movie.

After two days R&R the four of us saddled up again for our next adventure which was to ride around "The Bay" ie Port Phillip Bay, in two days. We packed our toothbrush, clean underwear, trousers and T-shirt on the back of our bikes and set off along the bike path to Spencer Street Station in the city where we caught the train to North Geelong. At 11am we stopped for a huge cooked breakfast at a café at the Geelong swimming baths on the Bay then continued around the Bay to Queenscliff via the Bellarine railway track. After a tour of the Fort and gun tunnels and an ale at the hotel we caught the 5pm ferry across The Rip to Sorrento. It was fascinating watching the water currents swirling through the 3km wide entrance to Port Phillip Bay. We watched a couple of ships pass through for which they have to have a pilot at \$4,000 a time.

We had a very nice room at the Sorrento Hotel for the night. I suspect we lowered the dress standard in the dining room that night clomping in with our cycling shoes but we didn't care. After another huge cooked breakfast, because it was included in the tariff, we rode out to the tip of Mornington Peninsular, passed Cheviot beach where Harold Holt drowned and back. We finally left the hotel at midday then rode sometimes on the road and more pleasantly on a dirt track between the road and the Bay. We stopped for a late lunch at Mornington then further on a cappuccino at Morning Star, a beautiful winery with restaurant and reception gardens over looking vineyards to the Bay. At Frankston we caught the train to Caulfield and after a death defying ride at break neck speeds through busy streets we finally rolled into Denis and Jenny's home at Glen Iris at 6pm.

With bikes packed back in their boxes on the roof of his car, Denis dropped us off at the airport the next morning for an uneventful flight home. We didn't have much energy to do much on the weekend. Just washed and aired camping equipment and potted around recovering from a great 9 days holiday.

Helen Cooksey



# Tales from Europe (continued from Page 1...)

I also noticed Norman and Mark, who were both ahead of me, were on foot pushing their bikes, so I did the same (I would have done so anyway, but now I could do it without feeling ashamed!). Still I cursed myself for being so dumb as to do something so silly.

I reached the top, and WOW! It suddenly became all worthwhile. The pain of the ride up became a minor price to pay for such an incredibly panoramic view! Mont D'Or (French for Mountain of Gold) is right on the border of Switzerland, and affords an amazing view of the Swiss Alps. We could see Mont Blanc, which is Western Europe's largest mountain, rising above the Alps. It was so high above the rest of the Alps, and so far away that we initially thought it was a cloud. However, as the haze in the distance cleared a bit, it became clear that this was an unbelievably huge mountain.

Tonight we are in St Claude, on the French side of the Swiss-French border. Tomorrow we cycle to Geneva. Unfortunately there is no way to cross the border without cycling up a mountain pass somewhere (there is the train, but as yet no-one is admitting to anyone else that they are considering it - so it looks like we are all doing over 1000 metres total climb with our bikes fully loaded). After this I am assured that the bulk of the hills are over and done with. I am glad - I have done more hills in the last week than I should. St Claude is in a very deep Gorge, and the only way out is up a humungous hill. At least the ride into town was fast and easy!!!

A few nights back, in Nozeroy, a small French town on top of a hill, we met up with a French cyclist, who Mark got to chatting with. This guy had done a bike race that involved 4,500 metres of climbing - we were all very impressed. His wife invited us to dinner with the family, which was a lovely evening - it was a truly a fantastic experience to have dinner with a French family in their home. Their son, Xavier, is coming to Northam WA on a rotary exchange for a year in about a month's time, so we will have a chance to catch up and return the hospitality. The weather has been much better of late,

although it has been very hot the past few days. The forecast is for a hot day tomorrow, so we will be getting up very early to climb the mountain pass before it gets too hot. Urrrrghhhhhhhhh!

It's almost time for us to go out to yet another genuine French restaurant, so I'd best be off. The value in French restaurants outside Paris is really very good.

## UPDATE #4 (30 JUNE)

G'day from expensive and mountainous Switzerland.

Since my last update we have crossed the border between France and Switzerland, and have been touring Switzerland for the last

ways. For example, the route from Geneva to Lausanne turned a 55km road trip along the edge of the lake into a 80km route which wound up the side of a hill, down to the lake again, up the side of the hill again, down to the lake again and so on! On the route between Lauterbrunnen and Luzern there was a point where there was a sign instructing cyclists to get off and walk for 300 metres! My legs will be really glad when we leave Switzerland (as will my wallet).

A breakaway group of us took the route along the road on the way into Lauterbrunnen, in preference to the &%" Swiss Bike Route, but had to go back to the bike route when the road route became a motorway. Norman,

who was way ahead, took the motorway through a tunnel, where he was intercepted by the police. Things were very tense, until this tension was broken by the police officer noticing milk leaking from Norman's pannier bag. Norman was given a police escort, complete with flashing lights, out of the motorway.

Lauterbrunnen is in the area where the Swiss Canyoning Disaster occurred. There was a storm while we were there, and seeing the streams after the storm, and the power in one spectacular waterfall, gave a really powerful indication of what those people suffered that day. Needless to say the tour companies were not offering canyoning that day.

The heatwave here seems to be over (it's been really hot), and

after the storm the weather has been really pleasant.

Two days ago we took a train and cable car from Lauterbrunnen to Manlichen, a mountain looking at the Eiger across the valley. The Eiger is actually smaller than Jungfrau, which is very close to it - but it stands out because its North face is a massive cliff from its peak to its base. We walked down to Kleiner-Schidig, having lunch halfway down looking straight into the North face of the Eiger as we ate (truly fantastic). Along the way there were patches of ice, and the inevitable snowball fights. After Kleiner-Schidig we walked across to the glacier at the base of the Eiger.



week and a half. We started out in Geneva, where we stopped for a couple of days, then cycled along Lake Geneva to Lausanne, then on to Montreux. There happened to be a Ferrari Grand Prix on at Montreux at the time, which delighted a couple of members of our party (Norman and Mark). After that we headed up out of the valley to Lauterbrunnen (near Interlaken) where we stayed for three days, and now we are in Luzern for a couple of days.

We have been largely following the Swiss National Bike Routes, which are the greatest con job out. They have not been designed with the cyclist in mind - they seem to be designed to keep the cyclists off the motor-



## UPDATE #5 (7 JULY)

Currently there are four of us (3 at the moment, Norman, Mike O and I are travelling on a parallel course to Mike H, crossing paths occasionally). We are spending a few days in Salzburg, after a couple of 100km cycles to get here from Innsbruck. It looks like we have seen our last mountain pass (hooray!).

We have trained from Luzern (Switzerland) into Austria at Landeck. Suddenly we can afford things again. The Pensions (guest houses) in the rural areas are reasonable prices and have wonderful rooms. Austria is like Switzerland, except the prices are cheaper and the cycling is easier.

Aside from being the birthplace of Mozart, the city of Salzburg is the setting for "The Sound of Music" and the place where it was filmed. The video was on in the hostel last night, and it was interesting seeing the places in the background which were familiar from our cycle into town. Tomorrow Norman and I are going to do the "Sound of Music" tour, which is on a bus which actually appears in the film.

Mike O and I, as the Catholic contingent on this trip, went to Mass in Salzburg Cathedral this morning. They not only had a choir for the mass, but an orchestra as well!

From here we head onwards to the Danube and follow that through Vienna to cycle to as close to Budapest as time allows, before catching a train there for a few days, and for Mike O to catch his flight out. Norman and I are then heading back to Ireland to cycle around there.

We are seeing quite a few other cycle tourists around here. It seems to be a popular past-time.

## UPDATE #6 (15 JULY)

Mike O, Norman and I have ploughed on, while Mike H has been exploring the cycleways around Salzburg. (For those people I e-mailed inquiring if they had heard from Mike H, he has just made contact with Norman by SMS, so we now do know he is in fact alive, and apparently now in Salzburg about 6 days behind us).

We have just arrived in Vienna today, after 2 days cycling from Salzburg, and 4 days cycling along the Danube. I must unfortunately report that it is the "green Danube" not the "blue Danube". Other than that the Danube has been great. The route is very flat (downhill all the way in fact) and there is a dedicated cycleway (or Radweg in German) which has a good asphalt surface, and there

are Radweg stations every 10 to 15 kms where there is a toilet, a chance to fill water bottles, a kiosk, and place to sit.

The views of the Danube are sensational, and the Australians we have met on the Danube are extremely friendly. At one Pension (guest house) we stayed at, the lady who ran the place drove us into the town centre for us to have dinner, and had offered that she would pick us up if we rang her (we ended up walking because it was a lovely night). One restaurateur also offered to drive us home because it looked like rain. Today we met a local who was cycling around who insisted on showing us to our hostel, even though it was an hour out of his way. It's just as well he did because it would have been impossible for us to ever find our own way there.

In order to be able to get to Budapest in time for Mike O to catch his flight we have done some 100km+ days (including today) which



have been quite exhausting, but generally we are now travelling at a more sedate pace.

Lots of people cycle along the Danube, and at some points the cycleways are like cycle freeways. We keep seeing the same groups of people as we pass them (we easily are the fastest cyclists of this easy route after our French as Swiss mountain practice) then have them pass us when we break for lunch.

Last night we stayed in a guest house where the two old ladies who ran the place did not speak any English. They were quite thrilled to have some Australian's staying with them, and insisted on talking to us for hours on end in German, even though we had no understanding what so ever of what they were saying. It was all very comical. They kept bringing out postcards and pictures to show

us and explaining things about them in great detail despite what we were saying.

I've seen a few funny things involving language, including an Italian cyclist we met who only spoke Italian, while we only speak English who asked us for directions (in a German speaking country). With the aid of a map, and some gestures we had a friendly chat and were able to set him on his way. We saw him in the next town, and he seemed quite friendly so we must have got it right. I've also seen Italians and Germans speaking English to each other because it's the only language they both understand. We met an American (named Jason) in Lienz who had been cycle-touring in the Czech Republic for a month, who was really excited to meet some native English speakers because he could speak quickly again! By coincidence we bumped into him on the way to this internet café, so we'll catch up with him for a beer tonight after I send this off.

Our experience with hostels has been very different from our experience in guest houses. Many of the hostel owners/wardens have been very officious, and like to keep the "guests" very regimented.

Along the Danube at a place called Mauthausen we visited a concentration camp, which was the last of the concentration camps to be liberated. This was originally a concentration camp for Russian and Polish POWs but took other prisoners towards the end of the war as other concentration camps were liberated by the allies. The visit included walking through a gas chamber. When I first entered there was a tour group in the chamber so that just under 50 people were in it. It was extremely uncomfortable being in this small room with only two small exits and quite a low

ceiling with this many people in the room. It is a sobering thought that 100 people were executed at a time in this room. I had an opportunity to wander back into the room by myself after the tour group had left. The impact of visiting a place like this cannot be understated. To its credit, the Austrian Government has invested a lot of money into maintaining and restoring this and other concentration camps as a reminder to the Austrian people that this must not happen again.

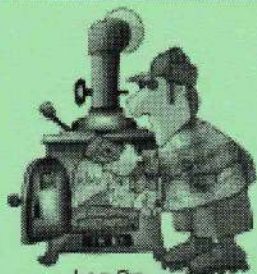
Currently having a great time, and the last week has been the best part of the holiday so far! Cycling the Danube is highly recommended.

Bye for now,  
Tim



# TECHNOLOGY

For Country Folk



**Log On**

Makin' the stove hotter



**Log Off**

Coolin' 'er down



**Monitor**

Keeplin' an eye on 'er



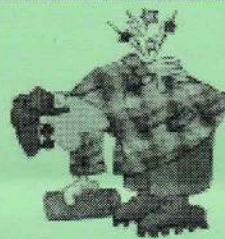
**Download**

Gettin' the fawwood off the truck



**Mega hertz**

When yer not keenfull gettin' the fawwood



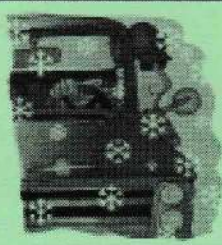
**Floppy Disk**

Whutcha get from thyn to tote too much fawwood



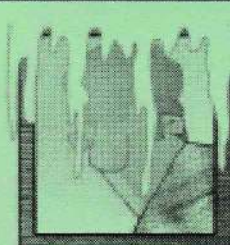
**RAM**

That ther thing whut splits fawwood



**Hard Drive**

Gettin' home in the winter time



**Windows**

Whut ta shut when its cold outside



**Screen**

Whut ta shut when its black fly season



**Byte**

Whut dam dang flys do



**Chip**

Munchies fer the TV



**Micro-Chip**

Whut's in the bottom of the muckie bag



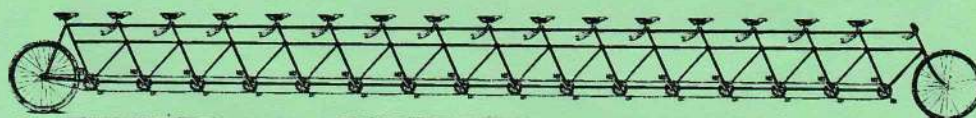
**Modem**

Whutcha do ta the hay fields



**Dot Matrix**

Dot Com's name after she got hitched to Dan Matrix



## CYCLERAMA

1234 Albany Hwy  
CANNINGTON

Newly Renovated Store

15% Discount for  
CTA Members

9458 8302

## Rain Jackets



Get ready for winter with these popular rain jackets made by Maresa, 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.

## CANNING BRIDGE CYCLES

886 Canning Hwy  
(cnr Sleat Rd)

APPLECROSS

500m from Canning Bridge

9364 1733

10% Discount for CTA  
Members



Albert  
Einstein

Open 7 Days incl. Holidays



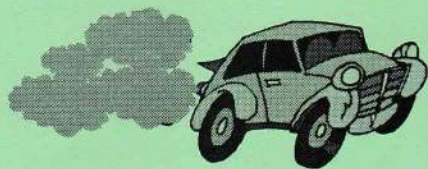


**GORDONSON  
CYCLE CENTRE**

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900 Hay Street PERTH  
**9321 6412**

# Smokey Car Spotter



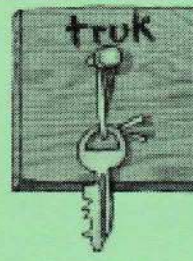
Ever notice how difficult it is to breathe when smokey exhaust fumes are choking up the atmosphere? Well here's your chance to strike back! Report smokey vehicles by giving the registration number, make and colour of a smokey car, together with the time and place that you spotted it, to the Department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

# TECHNOLOGY

### For Country Folk (cont.)



**Laptop**  
What the little name



### Keyboard

What ya hang the dang truck keys



### Software

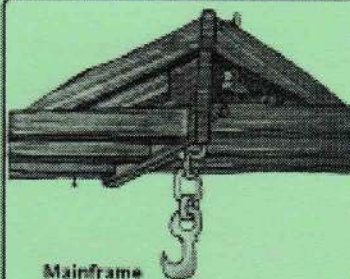
Them that plastic forks 'n knives.




What eats the grain in the barn



**Mouse Pad**  
That's just hippie talk for where the mouse lives.



**Mainframe**  Holds up the beam roof




### Port



**Enter**  
Eight. How sad in the house.



Click 

What ya have  
when ya cock yer bur



**Double-Click**  
What ya hear when ya  
REALLY mean business



What ya have is dough right before bedtime  
when ya have to go to the bathroom

# Bikes on Trains

As most people are aware, some time ago Transperth dropped the fee for taking bikes on Perth trains, thus greatly increasing the attractiveness of using the train as part of a cycling trip.

However, you are now required to have a bike permit to take your bike on the train. The permits are free and are available from Perth, Armadale, Fremantle, Midland and Joondalup train stations and also from transit guards and customer service assistants on trains.

Bikes are still allowed on trains at any time except during peak times in the peak direction i.e. towards Perth between 7am and 9am and away from Perth between 4:30pm and 6:30pm.

Cyclists will also have to avoid Perth Station during these periods. There are also other busy periods such as the Skyworks, Royal Show and Football games when you may not be able to take your bike on the train.

### Bicycle Permit

Valid for 2002

**Norfolk Southern Steamroad Railroad: Fleet and Passenger System '78.**

#### Discussion

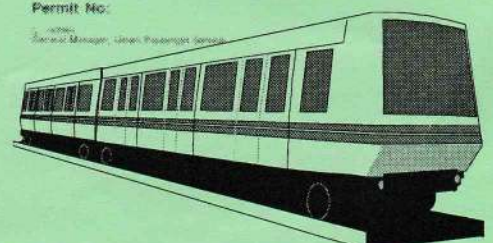
### Abstract

—Z. J. Wang

[illegible]

Permit No. \_\_\_\_\_

Barbara M. Stanger, Linda P. Pomeroy, Gerald





# Simon Sez...(not a lot, hopefully)

Welcome again to another Simon Sez. Winter seems to have set in, with cold, wet and windy days. Fortunately, there have been a few fine days, and luckily they seem to have coincided with not a small number of CTA rides.

The weather does tend to cast a cloud on cycling (heh, heh), and so the club's activities tend to hibernate. It was interesting that for Humphreys' Surprise (the June long-weekend tour), the surprise was that 60% of the participants didn't bring their bikes! However, on other fronts, there are a number of hardy souls out there, as the attendances for the Achievement Rides have been very encouraging. It will be interesting to see all the recipients of the various Achievement Awards at the AGM.

About the time you will be *ignoring reading these words of wisdom, the CTA Christmas in July will have passed, like Santa over a remiss president's chimney. From all reports, the cyclists missed most of the bad weather, and a festive time was had by all. Next year, it will be held with due deference to Bastille Day (so not on the same weekend for all those who generally have a ball), so it will be an event Yule not want to miss.*

For coming events, there are a number of Achievement Rides for those of you (like me)

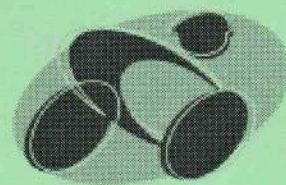
who still have a long road to hoe (and ride) in order to qualify for an Achievement Award. Please remember that for "Take 2" rides, participants need to register a week in advance.

Then on September 7 and 8 is the Tood-YAY! Weekend. Once again, the ride will go through the beautiful Chittering Valley to Toodyay, and enjoy hotel hospitality before returning to Midland. See page 2 for details.

Well, that's about it from me for this newsletter. I wish you all pleasant cycling: may you miss the rain, and may the wind be always at your back. Take care, and I hope to see you soon on your bike!

Simon

# Bikewest



*cycle instead*



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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**

**6:45 - 7:00am**

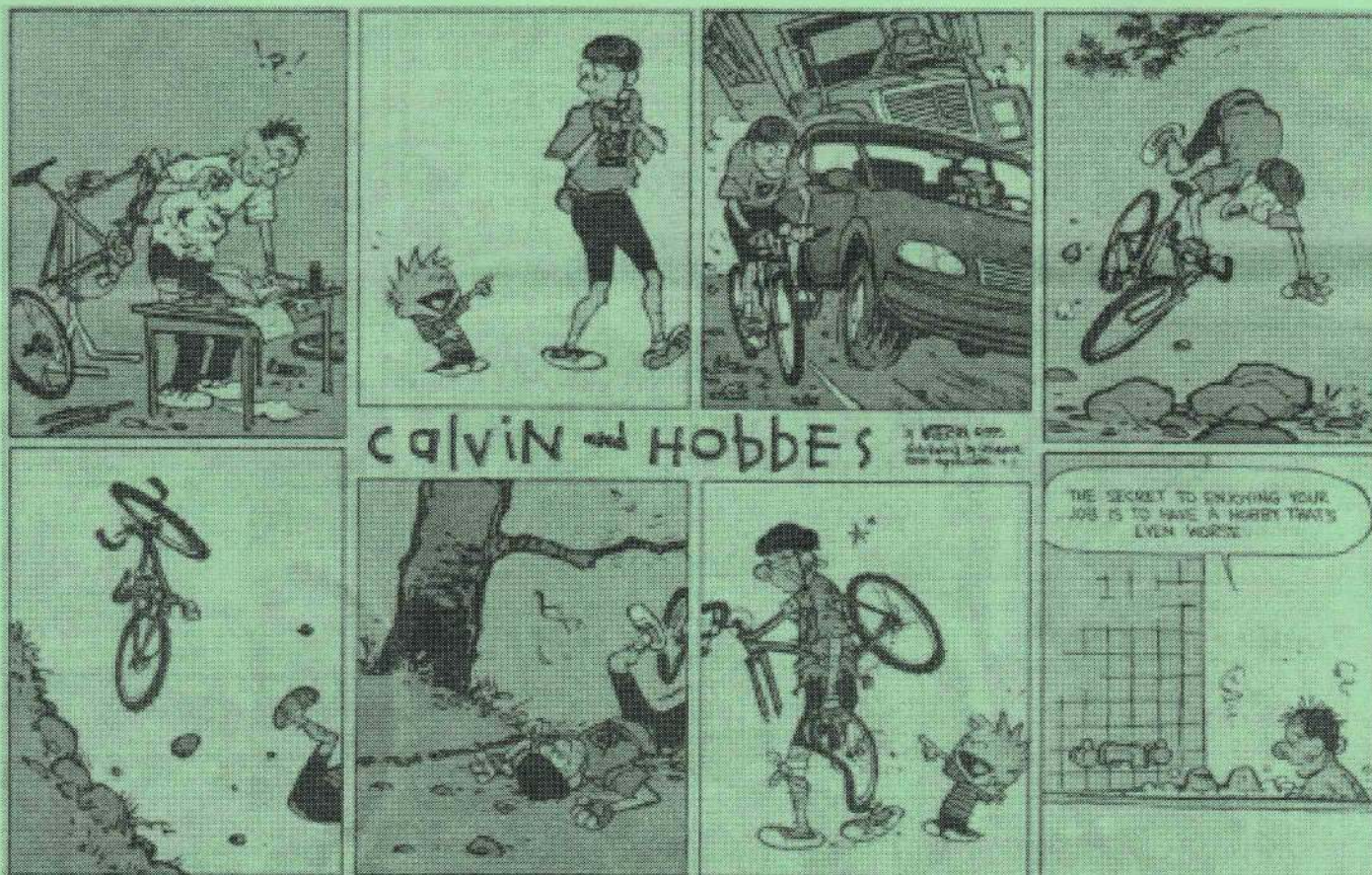
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# The CTA Achievement Ride Series

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 Mark on 9382 1961 (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 Mark on 9382 1961 (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

Dennis Braddon	Kate Smith
Dennis Kelly	Karen Date
Colin Pearce	Ann Wilson
Lorraine Price	

### Century Challenge (100 miles)

Mark Boulton	Dennis Kelly
Mark Corbett	Devo
Michael Hook	Ann Wilson

### 10,000 in 8

Kleber Claux	Devo
Mark Corbett	

10 people have already qualified for an award. Keep up the good work.



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# Rides Calendar — July to August 2002

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 13-14

### XMAS IN JULY

This year Xmas in July is being held in Mandurah. Accommodation is c/o Peter Lundy's holiday home which is located right on the beach front and has splendid views over the ocean and surrounding coastline. Bookings with a \$10 deposit are required by July 7.

Organiser: Ann ☎ 9444 5160 (H)

### SUNDAY JULY 21

### 5,000 IN 4 ACHIEVEMENT RIDE TAKE 2

55km Moderately hard, 8:45am for 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.

Organiser: Colin ☎ 9291 7773 (H)

### SUNDAY JULY 21

### A BIT RURAL

45km Moderate, 9:30am for 9:45am Start. Meeting at Joondalup railway station to cycle the rural area north of Joondalup. Coffee will be at a local winery at the end of the ride. Please contact the ride leader prior to the ride, as it may be cancelled due to inclement weather.

Leader: Dennis K. ☎ 9306 4640 (H)

### SATURDAY 27 JULY

### 200KM ACHIEVEMENT RIDE

200km Hard, 6:45am for a 7:00am sharp Start. Meet at the car park off Morrison Road adjacent to the Midland Police Station 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: Simon ☎ 9271 2959 (H)

### SUNDAY JULY 28

### SPEARHEAD TO SPEARWOOD

50km Moderate, 8:30am for a 9:00am sharp Start. Meet at Kelmscott railway station to cycle the back blocks out to Spearwood and surrounding area. A coffee stop will be decided on the morning. Please contact the ride leader prior to the ride, as it may be cancelled due to inclement weather.

Leader: Dennis B. ☎ 9497 4786 (H)

### SATURDAY AUGUST 3

### AUDAX 200

200km Hard, 7:00am Start. The Welsh Rambling is an unsupported ride starting at the Rockingham foreshore car park. As for all Audax rides, bookings must be made at least one week before the ride. Note lights and reflective vests are required for all Audax rides.

Contact: Ken Jones ☎ 9529 1384 (H)

### SUNDAY AUGUST 4

### A RIDE TO SOMEWHERE

30-40km Easy, 9:00am Start. Meet at the south eastern carpark of Lake Monger off Lake Monger Dr (the one with the telephone) to cycle somewhere before returning to have coffee in Leederville afterwards.

Leaders: Teresa ☎ 9443 4687 (H)

### SUNDAY AUGUST 11

### SOUTH TO THE COAST

60-70km Moderate, 8.45am for a 9:00am sharp Start. Meeting at Deep Water Point to cycle south and then to cross over to the coast. Stopping for coffee along the way. Please contact ride leader prior to ride, as it may be cancelled due to inclement weather.

Leader: Colin F. ☎ 9330 4441 (H)

### WEDNESDAY AUGUST 14

### SOCIAL NIGHT

Meet at 7:30pm at the Loftus Community Centre in Leederville (refer to map on page 11). Come and see how experts and other CTA members cope with some of the mechanical mishaps of cycling. Tea, coffee and Milo will be available along with a light supper.

Organiser: Simon ☎ 9271 2959 (H)

### SUNDAY AUGUST 18

### 100KM ACHIEVEMENT RIDE

*200 SAT.*

### TAKE 2

100km Moderately Hard, 7:30am for an 8:00am sharp Start. Meet at Armadale railway station for registration and map/ride description. A pretty but demanding (pretty demanding?) ride, going up Bedfordale 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.

Organiser: Ann ☎ 9444 5160 (H)

### SUNDAY AUGUST 18

### IT'S NEVER TOO COLD!

30km Easy, 10:00am Start. Meet at Shearn Memorial Park (cnr Central Av and Carrington St) in Inglewood for a ride to Midland to find icy refreshment.

Leader: Simon ☎ 9271 2959 (H)

### SUNDAY AUGUST 25

### NORTH TO FREQ

40km Moderate, 9:30am Start. Meet at the Causeway car park to cycle north of the river to Fremantle to return south to the city.

Leader: John ☎ 9332 5550 (H)



**SATURDAY AUGUST 31 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.

Organiser: Lorraine ☎ 9271 1540 (H)

**SUNDAY SEPTEMBER 1 POWERLINE RIDE**

MTB 3.5 hours Moderate/Hard, 9:00am for 9:15am sharp Start. Meet at Mundaring Hotel, Jacoby Street Mundaring. Join the ride leader for one of his famous navigation adventures! We will follow a power line till we get totally irradiated then try to find our way back by a different route (and we won't need lights if we run out of daylight because we'll glow in the dark).

Leader: Noel ☎ 9355 2745 (H)

**SATURDAY SEPTEMBER 7 AUDAX 300**

300km Hard, 6:00am Start. Meet in Rockingham for a hilly 300km cycle ride. As for all Audax rides, bookings must be made at least one week before the ride. Note lights and reflective vests are required for all Audax rides.

Contact: Ken Jones ☎ 9529 1384 (H)

**SEPTEMBER 7-8 TOOD-YAY! WEEKEND**

100km per day, Moderately Hard, 9:00am Start. Meet at Midland railway station (meeting the 8:30am train from Perth) for a challenging but scenic ride to Toodyay. Please see page 2 of the newsletter for details, or contact the ride leader.

Organiser: Simon ☎ 9271 2959 (H)

**SATURDAY SEPTEMBER 14 CENTURY CHALLENGE TAKE 2**

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 Woollooloo, 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.

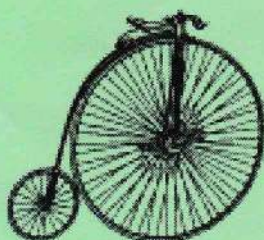
Organiser: Simon ☎ 9271 2959 (H)

**SUNDAY SEPTEMBER 15 SEASIDE SAUNTER**

35km Easy, 8:45am for a 9:00am sharp Start. Meet at the Campsie Street car park at Charles Veryard Reserve, North Perth for a relaxed ride up the coast. There will be a refreshment stop before returning via an inland route.

Leader: Karen ☎ 9228 3838 (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 on 9271 1540 or email: [mondo\\_zac@optusnet.com.au](mailto:mondo_zac@optusnet.com.au)**

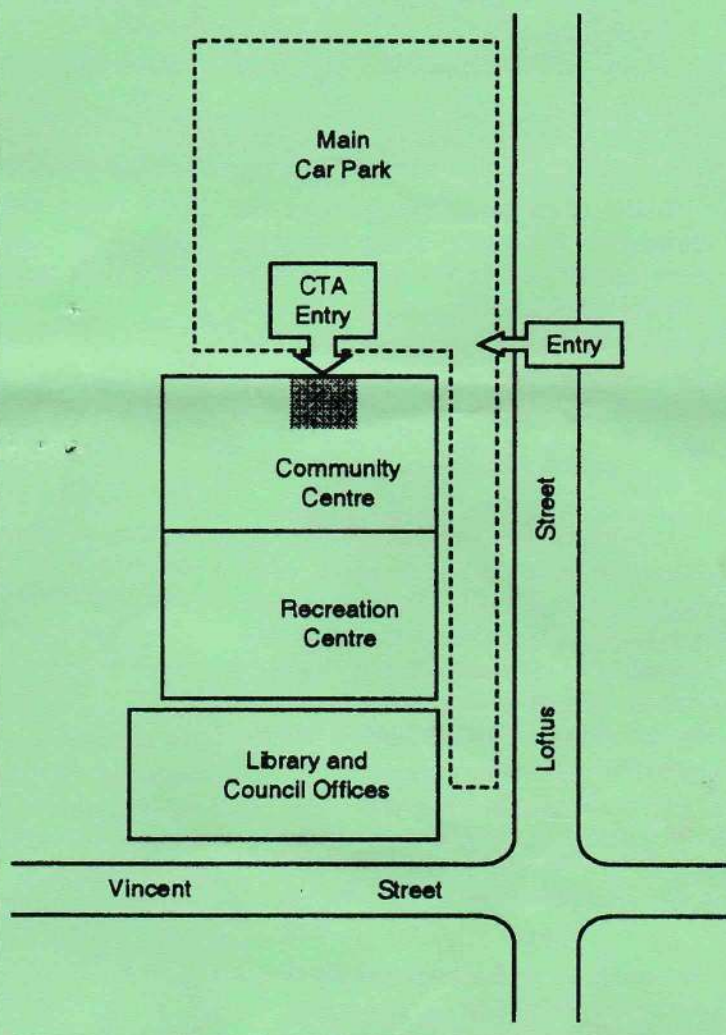


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## CTA Social Evenings

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](mailto:bikewest@transport.wa.gov.au) with a copy to the BTA at [bta\\_wa@hotmail.com](mailto:bta_wa@hotmail.com) please.



## 2002 MEMBERSHIP FEES

The CTA Membership is from January 1 to December 31 each year. Membership fees for 2002 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

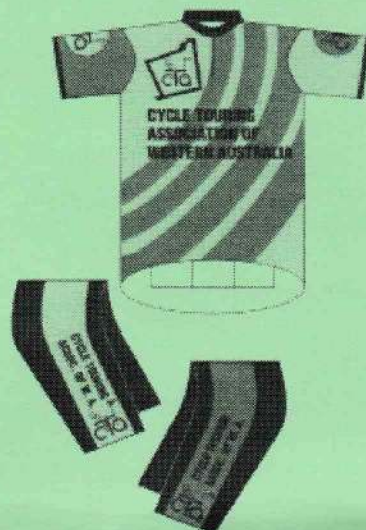
The CTA has its own clothing that is highly visible being yellow with red stripes (some turquoise tops with green stripes are still available).

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 \$75 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 the Officer in Charge of Cycling at the Cottesloe Police Station on **9284 5058** during working hours.

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