

# THE CHAIN LETTER

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

September/October 2003

Issue 172

## Reflections on the Warren River Wander

Having had an excellent 'Easter in Quininnup 03', with 2 days of riding around Pemberton and Northcliffe from our base in Quininnup

Eco Tourist Park, exploring gravel backroads and tar tops, where we took in the outstanding scenery of the area, we were primed for a 'tour par excellence'.

### Day 1

Leaving Quininnup mid morning with gorgeous weather, we were excited about the adventures to unfold. Some hilly sections early got us

warmed up and were a topic of discussion at a road side stop to regroup. The ride was only 37km to the cottages at Strachan, pleasant but uneventful. Tony H was our fearless leader and got us there safely. There were only 10 of us and we filled two cottages.

**Day 2** was of copy of the great weather. An easy pace was used to cover the 74kms to Frankland. On the morning section we stopped

me 30 minutes to change, as every passer by wanted to stop and talk to me (and as you can imagine, it's impolite to not talk to them).

Finally got to camp and set up my tent just before it started to rain. Thankfully we had a sheltered picnic table and every millimetre was used as we all cooked dinner at the same time to the light of numerous head lamps.

### Day 4

Great weather for ducks, but not for happy cycle touring, with overcast skies and a few showers. Diedre's rear rack broke early on, and was re-

paired by a couple of resourceful members using whatever materials could be found, to reinstate the rack. Some thought it was even  
(continued on page 4)



*The participants in contemplation...*

at Lake Muir (which was dry) for a break and to read the information boards, although 2 or 3 members used the boards to practice their head stands. I won't mention names, **BUT** photos were taken [*but not made available to me - Ed*]. It was a very good campground at Frankland (and excellent water, as you could imagine). The clean hot showers were appreciated as well. Some people camped unwisely under a huge pine tree, and during the night one was heard to have fallen heavily near a tent, oops!

### Day 3

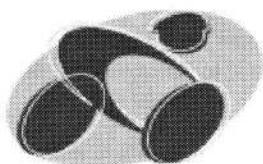
More great weather. We visited several wineries and passed a few new olive groves with young trees, neatly spaced in rows. I was the last to leave the last winery, Ferngrove, which was our lunch stop. Upon mounting my Miyata I discovered a flat rear tyre. It took

**Please send all articles and pictures for the next newsletter to the Editor no later than October 31.**

## STOP PRESS

Newsletter Delay: Explanation and apologies, page 13

# Bikewest



## cycle instead



Department for Planning  
and Infrastructure  
Government of Western Australia



## In this issue...

Tours and Weekends .....	2
For Sale .....	3
Tony's Travels .....	3
Terry's Tales .....	5
Cycle Tourist of the Year	
Nominations .....	6
CTA Achievement Series ...	7
Rides Calendar .....	8
Brain Teaser .....	9
Reporting Cycling Hazards .....	9



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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

Web Site:

www.ctawa.asn.au



## NEW MEMBERS

New members are encouraged to join. A benefit of joining is that their name appears here. A legal requirement of all journals is that a copy is sent to both the state and federal libraries. So if you want your name to live forever in the glorious annals of both our state and federal archives, join the CTA now!!

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# Tours and Weekends

## That Dam Weekend!

October 25 - 26

Yes, that's right. It's on again. A weekend at Mundaring Weir that promises to be very relaxing, cycling through the countryside in the spring air, with a whole day to cover 60km.

Meeting at Charles Paterson Park (near the children's playground near Burswood Casino) at 9:00am, we ride via backstreets to Midland, before embracing the verdant countryside of the hills in spring. Morning tea/lunch will be at the Mundaring Township, and then it's only a short 11km hop to the end of the first day.

Mundaring Weir itself is picturesque at this time of year, with many bushwalks in the area, as well as Jacoby Park and the O'Connor Museum.

Accommodation for the night is at the Youth hostel. The price is \$19 per person, or \$17 if we have over 10 participants.

Those on a budget can bring their own dinner, and use the hostel's facilities. The more affluent can dine at the Mundaring Weir Hotel. Counter meals start from \$8.00.

The ride back will be through Kalamunda, with a spectacular view from Kalamunda Road, before descending back to the coastal plain to return to Charles Paterson Park.

Bookings with a \$10 deposit are essential prior to October 19. However, given the size of the hostel (it sleeps up to 36!), places after that date may still be available. For all enquires, please contact the organiser.

Organiser: Simon ☎ 9271 2959 (H)

## 30<sup>th</sup> Anniversary Full Pannier Tour

### Albany to Perth

April 17 - May 2, 2004

You are in for one hell of a good time in 2004! Tour leaders Kleber Claux and Stan Wiechecki have just completed a reconnaissance of the intended route for the 30<sup>th</sup> Anniversary Pannier Tour. Passing through Albany, Denmark, Walpole, Shannon River, Pemberton, Nannup, Augusta, Hamelin Bay, Boranup Forest, Margaret River, Dunsborough, Busselton, Bunbury, Lake Clifton, Mandurah, Fremantle (phew!) and ending in Perth. This will guarantee a kaleidoscope of scenery from forest to ocean, caves to vineyards.

Total cycling distance will be 830km over 12 cycling days, with 3 rest days to take in the more picturesque spots. You will be camping under the stars most nights in caravan parks, with YHA accommodation at Albany, Pemberton (Pimelea) and Dunsborough, and good old fashion hospitality at Lundy's holiday mansion in Mandurah.

On the last night we will celebrate our success at the Silver Sands Tavern with other CTA members, who will join us from Perth with their own weekend tour. We will then meet up with other members of the CTA at Fremantle, for the final 25km to Perth.

To cater for those people who are unable to participate for the full 16 days, the following are being offered:

Option 1: Albany to Balingup, Saturday April 17 - Sunday April 25.

Option 2: Nannup to Perth, Saturday April 24 - Sunday May 2.

Option 3: Weekend Halfway Tour - Nannup to Balingup, Saturday April 24 - Sunday April 25.

Option 3 allows you to ride out to meet the tourists en-route from Pemberton, and join them in the halfway celebration dinner. On Sunday April 25, ride to Balingup following one of the most scenic routes in WA.

**ALL** options have transport to and from Perth, if required.

The approximate cost for the full 16 day tour will be \$280, which covers all accommodation, transport for you and your bike, tour shirt, tour badge, maps and the celebration dinner at Nannup. All other meals are to be met by the participant, so these must be factored into your costs.

(continued on page 3)



## 30<sup>th</sup> Anniversary Full Pannier Tour

### Albany to Perth

(continued from page 2)

It is recommended that those interested take advantage of the pannier tours on offer in the CTA calendar, to develop their touring skills. It will also be a prerequisite that participants join in at least one of the organised "trial" weekend tours being arranged, so that the organisers are completely satisfied with the capabilities of both rider and bike.

Priority will be given to CTA members, but the tour is open to other cycling clubs and members of the general public. Book early to avoid disappointment, as numbers will be limited! There will be a brochure with details of the itinerary, costs and application form in the November/December 2003 Chain Letter.

Organiser: Kleber Claux ☎ 9354 7877

## Rain Jackets



Although winter has passed, the odd shower can still catch the unwary! Be a 'pre-adolescent person' scout and 'be prepared'(!) by having a rain jacket

These popular rain jackets made by Maresa, available to CTA members at the low price of about \$155 (price to be confirmed). The jacket is made from 'Breathalon' and is breathable, waterproof and wind-proof. It is well made and highly visible.

Contact Mark B on 9351 9260 for further details.

## Tony's Travels (Part 2)

*[In the tradition of publishing the exploits of CTA member's overseas holidays, I take great pride in presenting for your edification Tony Bennett's continuing saga from a far continent:]*

Hi Folks,

Another episode of my travels.

Here I am in Vienna, and one of the first Internet Cafes I have seen in ages...seems that they ain't as popular as I first thought. Last time I wrote I was in Mainz in Germany, and since then, a lot has happened.

I decided to leave Mainz by train on Sunday June 1. Whilst I was there, still nursing my injuries, I met up with some folk from Eastern Germany. We got chatting and I discovered that, nearly 15 years on from the pulling down of the wall, there are still many differences facing former West and East Germans - integration is the key but it is happening slowly. Too slowly for my East German friends, who feel discriminated against when it comes to availability of well-paid jobs.

They took me out to a bar for food and drinks on the Saturday night, but then they wanted to go on to the casino. Not for me, I'm afraid, and I cycled back through the warm evening air to the campsite.

Having spent the next day looking around Mainz I spent that evening sitting at an outdoor cafe watching the world pass by. It was in a funky part of the city. Had the best salad I'd had for ages, and the music they played was this deep jazz-house - a really ace place. It was a warm evening and I just sat and soaked it all in.

The next day I moved on, and decided to either take the train to the south and the beginning of the Donau (Danube) ride, or just get the train to the other side of Frankfurt at a place called Wurzburg, and cycle south from there.

I just arrived at the station the next day before the storm hit. When it thunders along the Rhine it does it in style. Thunder crackled throughout the river valley and the rains came. In the end, it was the lady at the ticket office who decided on my destination. 'There are no trains going to DonauWort today.', she said. So, Wurzburg it was then. Turned out to be the best decision though.

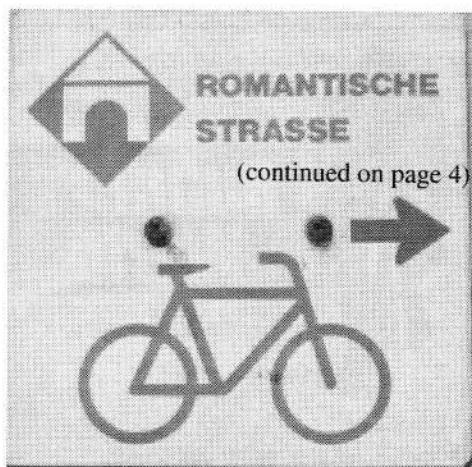
East of Frankfurt the train started to climb into a more alpine region. Lots of hills, even mountains, you might say. With low clouds swirling at the tops it looked particularly picturesque. I almost expected Julie Andrews

to pop out from behind a fir tree singing 'High on the Hill with the Lonely Goat Herd'...

It was dull and wet in Wurzburg. And given the fact that it is not far from an American air base AND that it got practically obliterated by the RAF in 1944, English speaking folk are not the most welcome. I pedalled around in the rain looking for a hotel, and it was 4pm before I started to head south and found a youth hostel. It was a welcome sight in the drizzle. But my happiness waned somewhat when the young man at reception explained in broken English that I was too old to stay there. Feeling 85, I pedalled away, the late afternoon sun lifting my spirits somewhat. 4km down the road I found a campsite at the Wurzburg Canoe Club. And in the long wet grass I camped for the night.

I was woken at 6am by the sound of children playing. They were a loud, itinerant lot, but as I listened to their bolshy behaviour, it suddenly occurred to me that they were probably from a home and didn't get the sort of chances we take for granted for getting out and having fun. Sure enough, as I headed up for breakfast, I watched them being chaperoned to a minibus. It was sad, and it made me realise how lucky I was. As I ate a German breakfast which consisted mainly of bread, and made me feel quite average afterwards, the sun came out. And more or less stayed with me for the next three weeks...

I have to say that the next few days were some of the best cycling I have done for many a year. The route I followed is called the Romantique Strabe, and follows small towns and villages that hosted artists from the Romantic period of recent western history, such as Listz. Every day I seemed to pedal through countless small villages, many of them ageless. And I think that this is where the real Germany lies - in small rural settlements. Things started to fall into a habit. Up at 6am. Pack the tent and have breakfast, then get on the road by 8am. If





## Reflections on the Warren River Wander

(continued from page 1)

stronger than before. The final 5 or so kilometres into Bridgetown was down hill and memorable, as it was the first time most of us got to use top gear, after a hard hilly day. That night common sense was thrown out the window, as we enjoyed the culinary delights of Bridgetown, rather than eating the HEAVY food we had been carting around in our panniers, and saved on having to cook or wash up.

### Day 5

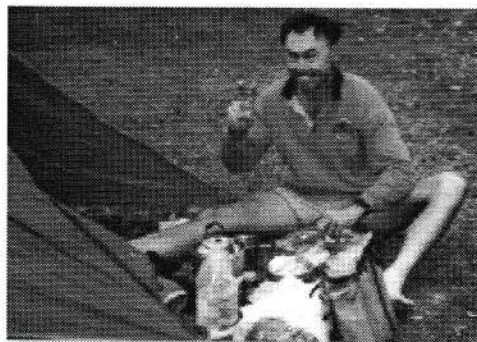
Great weather again. Little groups went here and there, visiting local sites and walks, eateries and even some famous pumpkin soup was consumed, as well as sampling of the local brewery.

### Day 6

Rain again and an early hill to test our commitment, resolve and strength. But a scenic route on a quiet road, with clearing weather by late morning, made for an enjoyable ride of 66km to Manjimup. Some dropped their gear at the caravan park and rode to Quinninup to pick up their cars, to save riding the short distance the next day.

And so ends a good tour. Tony H did an excellent job of planning and organising the tour, and a few of us now feel guilty about calling him 'names' during that hard and killing ride on day 4.

Mark C



*The author in good spirits (or is that good spirits in the author...?)*



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## Tony's Travels (part 2)

(continued from page 3)

possible, knock over 50km by lunchtime, and then find a spot to picnic and snooze. Don't be fooled, no-one siestas better than the English - I can snooze in the sun with the best of 'em...

As the days rolled on, the sun seemed to get hotter, and I started to suffer from the heat. I had thought that many years in Australia had acclimatised me to this, but I was wrong. For me it is the three Hs...Heat, Headwinds and Hills. I can manage one of these at a time, but just outside Rothenburg I met all three. A particularly hot day with an easterly drilling down from the Russian Steppes, and the hill into Rothenburg, an old fort town, turned me into a shaking ball of sweat. The cafe propri-

meadows. Many times I was thankful I had built my own wheels and had wide tyres. But it is off the beaten track that you find the best views.

DonauWort was a disappointment. Fuelled by the tourist dollar, it was hot, busy, and despite claims at the Tourist Information that it was the start of the world-famous Danube bike trail, appallingly set up for bike riding. The first 10km eastward were on a busy road. Given that 70% of my riding up to now had been on Radwegers - purpose built bike trails - I was disappointed. But it got a bit better, until two days later when I had my first lucky escape.



etor benefited from my business that morning, but I moved on and managed to repeat the performance at the next town. By 12:30 I was shattered, and had done only 35km. The hotel at the top of the next hill looked too inviting, and so I spent that afternoon and night just sleeping and drinking.

It was breakfast the next morning that I realised I had been suffering from heatstroke. The temperature had got to 30°C with 90% humidity. Hill climbing in the middle of the day at that temperature was suicide. From then on, I did more miles in the early evening.

Three day later I got to DonauWort - the end on the Romantique Strabe and the beginning of the Donau section. The scenery had been beautiful, following rural backroads that frequently turned into goat tracks half way across

I was passing through a tiny settlement called Sausbach. It was on a straight but quiet road following the railway line east. It had been a long day, and I was tired. But I remember noticing that the tarmac was new and telling myself that, even though I was tired and wanted to be in bed, at least I had the pleasure of purring along a piste-like surface. As I approached Sausbachhe I noticed that it consisted of a barn, a small church and four houses. These lay directly on the path of the road, which therefore followed a semicircle around the church and barn with a radius of about 40 metres. The apex of the semicircle was some 10 metres above the level of the rest of the settlement. So standing there with my bike as I was on a late summer evening, trying to find a small hotel, I could look to the right

(continued on page 5)



## Tony's Travels (part 2)

(continued from page 4)

and the left and see the road curve and then straighten.

I was consulting my map, hoping for the mythical hotel that always magically appears at the end of a long day to greet tired cyclists when I heard a sound that sends a chill to the heart of any road-peddaller: the screeching of tyres and revving of engine of a yet unforeseen vehicle. A sound that told me that, unless I acted fast, I had about 4 more seconds to live. I was on the edge of the road at that point. Quick as a flash, I wheeled that bike onto the grass beside it and literally jumped up a grassy bank. Clinging to the bank with my back to the road I watched in horror as a red Honda Civic screamed around the bend virtually out of control on the wrong side of the road. The driver was facing west into the setting sun (over to my right). I remember the precise moment that he saw me, because he twitched the wheel in an attempt to miss me. This final act on his part broke the fine equilibrium the vehicle was in, and it then started slither and skid as he lost control further. The car passed me with inches to spare and carried on past my right shoulder. I turned my head around to follow its tracks and watched, fascinated as it turned through 90 degrees and came to rest in the wall of the barn. On impact the entire front section crumpled and I saw the heads of the driver and his passenger whiplash just like the crash-test dummies on the old Volvo TV adverts. And as the dust settled everything became peaceful again. I remember hearing birdsong and, from my vantage point clinging to the grassy bank, thinking how pleasant it all was. But it might not have been. When I came to my senses, and the lady from across the road came out to see what had happened, the police and ambulance were summoned. As we waited for their arrival, the driver and his male passenger got out of the car. It was only then that my fear gave way to anger and I threat-

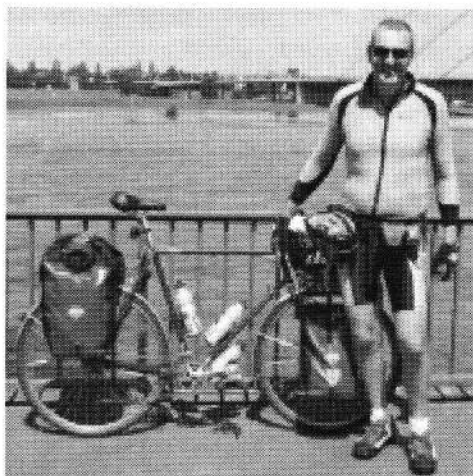
ened physical retribution. But it was no good. If I wanted this fool to be off the road to safeguard the future lives of others I had best wait for the police. But maybe just one swing..?

When the police finally arrived it was in style. Two ambulances, a police car and a helicopter (German roads can get very congested, and I guess that the helicopter is sometimes the fastest way). I sat on the side of the road, now shaking with shock, as the police interviewed all concerned.

Down at the police station I recounted my story for the fourth time, this time for the written record. It turned out that the driver, a young foolhardy twenty year old, had been drinking. To me that was irrelevant. Let's face it, anyone could be done for 'one over the limit' and not drive in the fashion that he had done. Drunken driving is stupid, foolish, even negligent. But it is rarely deliberate. This young cretin had deliberately and pre-meditatively driven in a fashion that would risk the lives of anyone else on the road. I doubt whether he would have driven any differently if he were sober (he wasn't obviously drunk). Ironically, he will lose his licence for maybe two years because of his blood-alcohol level. I believe that his driving should lose him at least 10 years, but I doubt that it will.

The policeman drove me back to pick up my bike and drove me to the next town to find a hotel. After he dropped me off, I found that the town actually DIDN'T have a hotel after all. So, in the dark, I pedalled on to a village 3km away and found a bed at the local inn. And there I drank a toast to life itself, and the great whoever who was looking after me that night.

More to follow.



*The intrepid author and his trusty steed!*

## Terry's Tales

My, how time flies! Spring has arrived, the footy season's over (at least for WA) and it seems like only a week ago that the last newsletter arrived (well, almost).

With winter now behind us and the weather warming up, it's time to dust off the cobwebs (not to mention the mud and dirt – winter riding really does make the bike dirty) and get back into the saddle. Of course spring also means that it's time for the On Your Bike Tour which heads north on October 4 for nine days of feasting and fun, with a little bit of cycling in between.

And for all those lucky people that have booked their passage on this extravaganza, you had best get your legs (and bottoms) into shape. Although, you won't have to train too hard as the organisers have gone a bit soft with a fairly flat route and TWO rest days! Of course, after the ravages of winter, your two-wheeled pride and joy might need some TLC as well.

With yourself and your bike kitted out for the new cycling season, it's time to go on some rides. Coming up in this calendar are many great opportunities to get out and enjoy the spring air, including a weekend at Mundaring Weir. Also fast approaching is the AGM in November followed by the ever popular Progressive Dinner in December.

Speaking of the AGM, it was great to see several nominations for Cycle Tourist of the Year in the last newsletter, with each of the nominees well deserving of the acclaim. Hopefully there will be more nominations in this newsletter, because I certainly know there are many more people that make great contributions to the club and are worthy of the recognition. So, if you think someone else has made a contribution to the club that should be recognised, nominate them, and their name will be printed along with all the other nominees in the November/December newsletter prior to the AGM.

As we are fast approaching the end of the year, we are also drawing closer to the club's 30<sup>th</sup> birthday. Kleber, Stan and others have been working hard organising the 30<sup>th</sup> Anniversary Pannier Tour from Albany to Perth, to be held in April next year. See page 2 for an update. For those that are contemplating going on the tour, it's time to book your holidays. If you have never been on a pannier tour before and are a little unsure, I can thoroughly recommend it. And don't worry if cost of buying all the gear is a bit daunting, the club also has panniers and a Trangia available for hire. It

(continued on page 6)



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## Cycle Tourist of the Year Nominations

Unfortunately, I did not receive any more nominations prior to this edition of the newsletter.

However, although these "column inches" (a journalistic term) have been primarily used for nominating candidates for Cycle Tourist of the Year, in the absence of such material, perhaps the space could be used for congratulating members who have made a specific and noteworthy contribution. An example could be for organising and overseeing one (or both!) of the events the CTA provides to Bikeweek, which next to the On Your Bike, has the most public exposure and the largest budget. Another example could be the CTA website, which probably sees a lot more traffic given the unpredictability of when the newsletter is going to arrive. Or perhaps even a ride that was particularly enjoyable, and even though they may have thanked the leader afterwards, they feel that this person should have wider recognition.

Remember, all these resources and events are provided to the club at or below cost, with no remuneration to the organisers and/or leaders, who donate their valuable time. Perhaps a public 'pat on the back' is a good thing?

## Terry's Tales

(continued from page 5)

may also be possible to borrow gear from other club members who have spares or are not able to go on the tour. So keep your eyes open for the next newsletter which will contain the all important tour brochure and entry form.

So, as the witching hour draws near, it's time to sign off and send this little note.

Happy cycling.

Terry



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# At last, page 13 from Newsletter 171...

July/August 2003

## Editor's Excuses

I must apologise for the lateness of the July/August newsletter (number 171). I had a number of computer problems, which compounded and created unavoidable delays. For that, I apologise profusely, both to the members who like to read the newsletter, and to those ride leaders who rides were poorly attended, due to the lack of advertising. It is a poor state of affairs, as these people donate their valuable time, as do the Ride Coordinators, and it must be frustrating to be let down at the last minute. For that, and to all those affected, I apologise.

I started this newsletter (September/October, number 172) with a resolve to see it out on time. However, it is late again, and this time I have no excuse. However, I have learnt over the course of this year that I am no editor. To publish this newsletter requires organisation and enthusiasm in a seemingly isolated environment. After expending a fair amount of effort, both on its creation and distribution, I received no feedback on it. I guess I'm used to playing to an audience, where their feedback may enthuse me, or at least their criticisms indicate that they have some feeling about it. Unfortunately (in me), this lack of feedback and the dearth of contributions to the Cycle Tourist of the Year nominations began to give me a perception of apathy in the club towards the newsletter.

Another lesson I have learned (and one that I have been on the transgressing side for a **very long time**) is that tardiness can be demoralising. I apologise in retrospect to all the previous editors who had to wait for my Rides Calendar or President's Piece in the past. Although I can't blame a 2 week delay in the newsletter on a 2 day delay when receiving an article, the response it engenders in me, coupled with my disillusionment, led to a lack of motivation in finishing the newsletter on time. At that time, a more sensible person would've contacted other people to help motivate and encourage them, but recently, I've been making a lot of insensible decisions.

This may seem like a 'feeling sorry for myself' whinge by some prima donna (and well, that's because it is), with some petulant criticisms thinly veiled with some apologies, but I believe there are some lessons to be learnt.

One could be that it's important not to take people for granted, and perhaps for those who need it, a better appreciation in the club of the work they do.

On second thoughts, maybe just don't let prima donnas be editors.

Simon



## And now for something completely different...

Eye halve a spelling chequer

It came with my pea sea

It plane lee marques four my revue

Miss steaks eye kin knot sea

Eye strike a quay and type a word

And weight four it two say

Weather eye am wrong or write

It shows me strait a weigh

As soon as a mist ache is maid

It nose bee fore two long

And eye can put the err or rite

Its rare lea eve are wrong

Eye have run this poem threw it

I am shore yaw pleased two no

Its letter perfect awl the weigh

My chequer tolled me sew



# 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 at a cost of \$5 each.

The three series available are: the Super Achiever, the Challenge Series and the Merit Series. Each ride of the series must be completed within the set time limit, but is otherwise noncompetitive in nature. A member can only nominate for one award per year. The three series are:

## Super Achiever Series

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

50km	3 hrs
100km	6 hrs
200km	13½ hrs
300km	20 hrs
10,000 in 8 (10,000 feet of hills in)	8 hrs

## Challenge Series

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

50km	3 hrs
100km	6 hrs
Century (100miles)	10 hrs
200km	13½ hrs
10,000 in 8 (10,000 feet of hills in)	8 hrs

## Merit Series

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

50km	3 hrs
100km	6 hrs
5,000 in 4 (5,000 feet of hills in)	4 hrs

## 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. To obtain your brevet card and route description, contact the Achievement Rides Administrator (i.e. Vice President Hooky). After completing the brevet, it must be returned to the Achievement Rides Administrator to record the ride and ensure that it is officially notarised 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 brevets for that series must be completed and notarised by the CTA Committee **two weeks before the AGM**.

If you require further details please contact Hooky ☎ 9375 5246 (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 ride organiser). There is an extra \$10 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 - \$6  
all supported: contact organiser
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 Hooky ☎ 9375 5246 (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 on Audax is available by contacting Colin Farmer ☎ 9330 4441 (H)

## The Winner's Circle

Congratulations to the following members who were successful in completing the following Achievement Rides:

### 100km

Andrew Candy	Michael Hook
David Lewis	Basia Lis
Colin Pearce	Liz Wheib

### Century

Andrew Candy	James Flynn
Basia Lis	

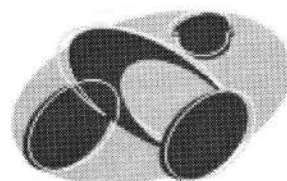
### 10 000 in 8

Andrew Candy	Colin Farmer
Michael Hook	

### 200km

Andrew Candy
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# Bikewest



*cycle instead*



Department for Planning  
and Infrastructure  
Government of Western Australia



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 Curtin Radio on  
Saturday mornings**

**7:45am - 8:00am**

**Put a smile on your dial and  
tune to 1001MHz**



# Rides Calendar – September to October 2003

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.*

### Sunday September 28

#### Frolic from Floreat

40km Easy, 9:00am Start. Meet at Floreat Beach Car Park for a leisurely ride via Lemnos Hospital to Fremantle, returning on the ocean cycle path.

Leader: Max ☎ 9385 8685 (H) after 7pm or  
✉ mkamien@cyllene.uwa.edu.au

### October 4 – 12

#### On Your Bike Tour

#### Heartland Heritage Tour



This is a 9 day tour around the Jurien Region, including Wabeling, Moora, Badgingarra, Cervantes, Green Head, Jurien and Waddi Farms. Being popular, it always fills up quickly, so look out for next year's tour and remember to book early!

Leader: John ☎ 9332 5550 (H)

### Sunday October 5

#### Get Lost with Tony

50-60km Moderate, 9:00am Start. Meet at the Raffles Hotel and ride along the Canning River, getting lost somewhere in the general direction of Gosnells. We will have tea at Gosnells, ask directions and then come back the way we came (or a different way if we are lost). Bring a map, compass, GPS and flares.

Leader: Tony B ☎ 04 1114 5381 (M)

### Sunday October 12

#### Loop de Loop

35km Easy, 9:00am Start. Meet at Deep Water Point in Mt Pleasant for a leisurely ride along the meandering banks of the Canning River. Once our bearings are all completely turned around, we will return on the opposite side of the river back to the start for refreshments.

Leader: Terry ☎ 9472 9887 (H)

### Sunday October 19

#### Rigorous Ride or Comfortable Cruise?

**TWO** ride options: 70-ish' km Hard (fast-pace) or 45-50km Easy to Moderate (slower pace). Meet at Fremantle train station at 8:30am for an 8:45am start. The two groups will meet up at the end to have a snack/lunch together in Fremantle.

Leader: Colin (fast ride) & Deb (slower ride)

☎ 9418 1571 (H) or 04 2169 7453 (M)

### October 25 – 26

#### That Dam Weekend

60km per day, Moderate, 9:00am start. Meet at Charles Paterson Park for a ride to Mundaring Weir, staying overnight before returning. Bookings with a \$10 deposit should be received before October 19, but last minute bookings may be accepted. Saturday day trippers are welcome to join the ride. See the newsletter for more details.

Leader: Simon ☎ 9271 2959 (H)

### Sunday November 2

#### Eor Gninnac Explorer

25km Easy, 9:00am Start. Meet at Fast Eddies Carousel (off Albany Highway) for an easy ride to explore the new cycle paths along Roe Highway and the Canning River, only in reverse order. After a short stretch on some local streets we will find ourselves back at the start for refreshments. This is a great opportunity for the whole family to come out and enjoy a Sunday morning ride.

Leader: Terry ☎ 9472 9887 (H)

### Sunday November 9

#### River Romp

50-60km Moderate, 9:00am start. Meet at the Raffles Hotel. This ride follows the picturesque Canning River, then cuts through the southern suburbs to the Swan. The ride will include a morning tea stop, somewhere in South Perth.

Leader: Tim ☎ 9457 2073 (H)

### Sunday November 16

#### Federation & Royalty

20km Easy, 9:00am Start. Meet at the Coode Street jetty carpark in South Perth (next to the café) for a leisurely ride around the foreshore and railway cycle paths before we head up into Kings Park. Upon our arrival, we will disembark from our trusty steeds to explore the new Federation Walkway with its spectacular views. Returning to our bikes we will make a quick exit from the park and return to the start for refreshments.

Leader: Terry ☎ 9472 9887 (H)

## Coming Events

November 30

Annual General Meeting

December 13

Progressive Dinner

**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 October 24 on 9443 4687 or email: rosieposie@bigpond.com**

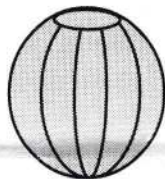


## Brain Teaser

### ON THE BALL

A rather non-athletic student in a Physical Education class was complaining about having to perform the banal task of throwing and catching a medicine ball. Tired of the protestations of the student, the teacher decided to pose a puzzle, which if the student correctly answered, then they would be exempted from that exercise, otherwise they would have to complete it in silence.

The puzzle was for the student calculate the weight of the ball, with the only clue being that the ball weighs 50kg when divided by half its real weight.



Can you solve the puzzle, or are you throwing and catching the medicine ball in silence?

### ISSUE 171 ANSWER

#### JUST PLANE STUPID!

The trick to solving this is realising that the missile **always** travels at 2000km/h, so all that is required is the time until the missile detonates. This happens when the 2 planes collide. The planes started 500km apart, and sped towards each other at 800km/h, which means that they'll collide in  $500/(800+800)$  hours or 5/16 of an hour. As the missile travels 2000km/h, it will travel  $2000 \times 5/16$  or 625km.

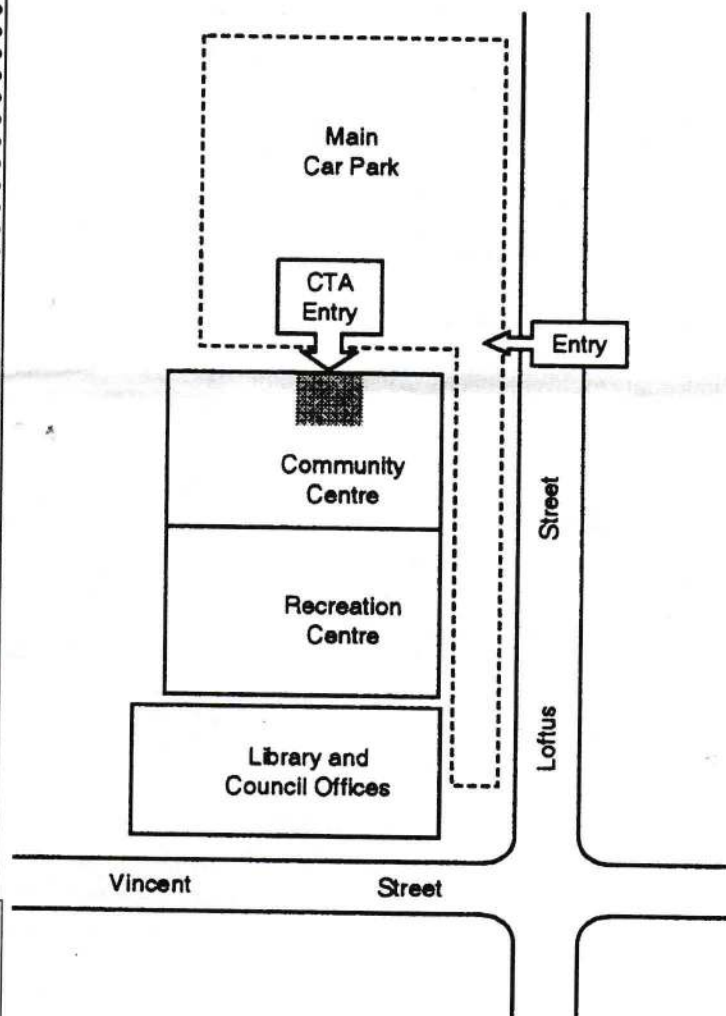
## Smokey Car Spotter



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 ☎ 9324 2835.

## CTA AGM Venue

The AGM and 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 Tim ☎ 9457 2073



## 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 address is ☐ bikewest@transport.wa.gov.au with a copy to the BTA ☐ bta\_wa@hotmail.com please.



## 2003 MEMBERSHIP FEES

The CTA Membership is from January 1 to December 31 each year. Membership fees for 2003 have been set as indicated below:

1. Adult membership \$40.00
2. New members \$35.00
3. Full-time Students/Pensioners \$23.00
4. Dependents 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 number of social evenings with suppers, weekend trips and tours at cost, a library, and indemnity to cover property to name a few of the material 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 tops and knicks in turquoise and green 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 \$70 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 ☎ 9284 5058 during working hours.

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

