

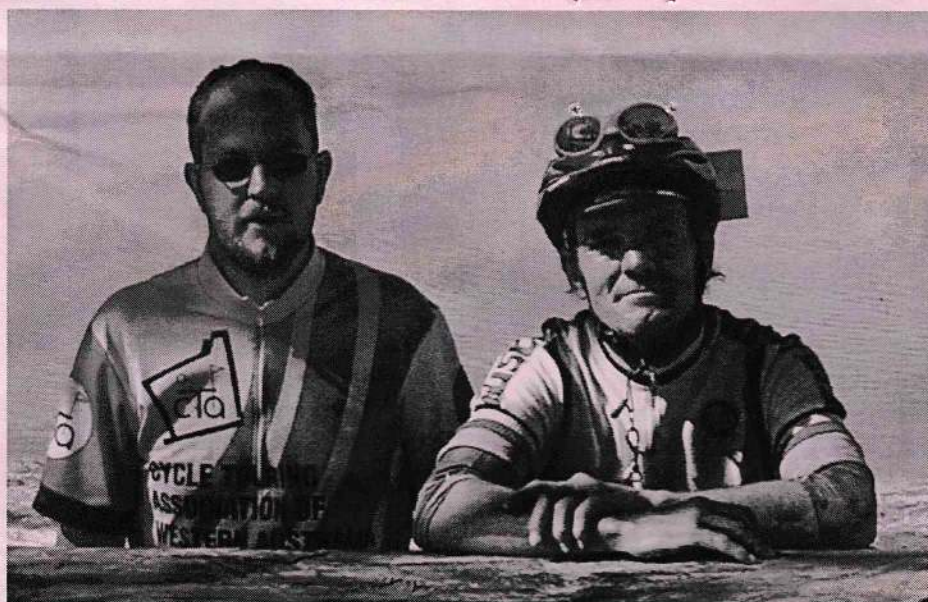
THE CHAIN LETTER

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

May/June 2004

Issue 176

Tony's Bloody Tour Take II



This years Easter weekend away was canned due to a big event starting a week after Easter the "30th Anniversary Tour". Devo was the only taker for the weekend, but he also said "Yes" to a question I asked in the last Chain Letter (Issue 175) – Crazy Boy!

So over Easter Devo road south via Kwinana; Myalup and finally Carlaminda (home approx 25km SE of Bunbury). Arriving on Sunday giving Devo Monday to rest and check over the bike. Having Easter at home gave me a chance to pack up with leisure and do farming duties.

The reasons for riding to Albany was:

1. To get fit
2. Have wanted for a while to ride to the start of a tour. Do a full Tour!
3. Had to take five weeks of leave off for the tour – 2 weeks prior and 1 week after.

Please send all articles and pictures for the next newsletter to the Editor Tim no later than June 26.

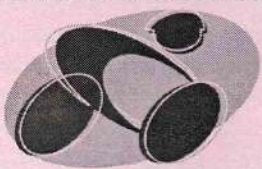
The goal was to make Albany in 5 days.

Day 1 Carlaminda to Boyup Brook 85km

The time now is 9:45pm Tuesday 13th April 2004.



It's a relief to be in Boyup Brook as at one stage I did not think we were going to get here!

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The day started 6:00am DOTC (Duties Other Than Cycling) – put out hay to the stock, time taken 1 ½ hours. By 9:30am both Devo and myself were ready, photo taken and we were on the road. 1.5km later I was heading home to get the Ute to pickup Devo and the bike Tiger. The handle bars would not stay straight as the locking wedge had stripped threads, by the second bike shop in Bunbury, Tiger was fixed!

12:00pm back on the road for take II. We climbed out of the Ferguson Valley and descended into the Preston Valley 24km. Time for lunch – Lowden store was closed as of 24/1/04! And a black cloud was lingering near by, so lunch was on the bike while riding.

.....continued on pages 2 and 3

Tony's Tour continued

We arrived at the Mumballup Tavern at 2:00pm, "Let's stop here Tony." "No! Wilga is the goal - Plan B (60km), or + 25km to Boyup Brook - we will be heading down", so we went on. We climbed for long enough out of the Preston Valley, about 5km from Wilga it plateaued out. The goal had changed - Boyup Brook at 85km - a hot shower and a can of coke!

Devo's lost belief in me. I said the last 9km into Boyup Brook must be down hill as it follows a brook. It was not down hill - there were a few climbs! - we did camp on the banks of the Blackwood River - there were more downs than ups.

But we made it! 5:50pm!

D1 88.10km; Time 5h02'07"; Av 17.5km/h; Max 52.5km/h

Boyup Brook is COLD! - Beanie is needed and Gloves are needed when cooking dinner.

The goal for Wednesday - Tonebridge 60km; or Frankland 100km. Devo wants to be in camp by 4:00pm so he can setup and eat in the light.

Devo commented - that he has been lead to believe that Tony's Tours are HARD! Rosie have you been speaking to Devo?

Devo does not know what awaits him within 5 to 10 minutes from camp - the granny gear will be needed.

Special thanks goes out to Devo for waiting for me at the top of every hill.

Day 2 Boyup Brook to Tonebridge 60km

D1 62.28km; D2 150.38km; Time 3h27'25"; Av 18.0km/h; Max 50.2km/h

Hills - not as bad as Day 1

Left camp 11:00am after replacing a broken spoke on the rear wheel cluster side. This is No 3 repair - Karen's broken chain; Devo's handle bar locking bolt and now my spoke! *[Now with hindsight carrying 10L of water in a bladder over the rear wheel due to the possibility of a wild camp did not help. I continued to carry 8L on Day 2 as this was going to be a wild camp and we needed water.]*

In Boyup Brook we visited the Sand Sculptures at the local swimming pool complex - "Noah's Lark".

Lunch as at 2:00pm at Heartlea 37km. The day was fine and sunny plus a tail wind to this point unlike yesterday where it was cold and the dark clouds followed us. Today it lightly drizzled after lunch off and on.

3:50pm Got to camp - Devo was most pleased to arrive before 4:00pm.

Dinner: Coffee; pumpkin soup; pasta sauce and vegies; fruit salad desert and some dried fruit. Tonight is not as cold as Boyup Brook - cloud in the sky.

Photo on opposite page - "Some fury animals found in the bush."

Time is 7:30pm.

Day 3 Tonebridge to Frankland 45km

D1 47.82km; D2 198.12km; Time 2h52'38"; Av 16.6km/h; Max 42.0km/h

9:15am Left camp after fixing another spoke - cluster side. Heard the spoke go when going to bed - placed the front food pannier on the rear rack off the ground away from fury creatures. On leaving camp saw four wallabies playing chicken with the bike I assume the first two were number 3 and 4 coming back across the road. The gravel road came soon enough (20km last year) - Devo was most displeased with the gravel. I was able to wait for Devo at the top of the hills - my turn to wait / rest. After 12 and bit km's of gravel it ended (8km short of last years trip), we stopped and checked the bikes. I had lost one of two screws to the rear rack and the other one was coming undone. Devo was complaining that his mouth was full of Gravel Dust! - Devo next time close your mouth when a car goes by!

The next arranged stop was the Alkoomi winery, passed Devo at the entrance of the winery and went in to make a purchase (no tasting though!) after a short chat - I was remembered from last year. Packed, left the winery and Devo was nowhere to be seen - I assumed he'd gone ahead - interesting he does not have a map (nor did I), after passing a leather glove on the road, I began to doubt that Devo was ahead. Stopped to chat with a motorist that had stopped - he had not seen Devo, shortly afterwards Devo was seen coming down the road. Devo missed the cellar door sale sign and continued down the gravel winery track to a rickety old bridge, before riding back up the ride to find me gone!

After a short stop it was off to Frankland for lunch, Devo must have been elsewhere as he left his "Big Issue" bag on the ground when taking off. 1:00pm Frankland and camp, the afternoon sun's quite warm. Pizza is on the menu tonight. We are dinning out as the gas BBQ is not guaranteed to work.

Devo's off souvenir hunting - Country Club. Frankland is a quiet town - God help them when 120 Bikies come to town in October (On Your Bike).

Devo's back with a stubby holder - "Frankland River". He met a few of the drivers that had passed us, one of which passed on the gravel - Devo commented that he ate his dust! J

Day 4 Frankland to Mt Barker 70km

D1 71.90km; D2 270.16km; Time 3h33'51"; Av 20.2km/h; Max 46.0km/h

10:00am start - a good start to the day as it was down hill (all roads lead up to Frankland!) Both were a bit sore on the seat but other than that we were feeling good. The road prior to lunch was good - nice undulations and thus a nice cruising speed in the mid 20's. Had lunch at Lake Nunijup (see photo on the front page), it was worth the short detour on the gravel.

After lunch cruised to the highway, we dragged off a tractor in the paddock - it passed us on the road. Albany Highway was okay, a few trucks - their drivers were okay. TransWA bus driver had a lot to be desired! Two long hills on the road, the one after Fox River was long.

Got into camp at 3:05pm, set up camp and then wandered into town by foot. BBQ steak and salad in pocket bread sandwich for dinner - very nice!

Spoke with Kleber as arranged and gave him the good news that we had made it to Mt Barker as planned.

Day 5 Mt Barker to Albany 52km

D1 56.04km; D2 326.24km; Time 2h08'23"; Av 26.2km/h; Max 51.5km/h

9:50am departure from Mt Barker, after a short climb the next 4km was down hill. Stopped into Mt Romance for a short break

Tony's Bloody Tour Take II

and a coffee. With the tail wind we fly into Albany in just over 2hrs (or we were just fit!), and made it to the bike shop just before closing at 12:30pm. Both bikes had been booked in for repairs on Monday – Tiger for the rear rack to be fixed and a service of the gears and brakes; and mine for both wheels to be trued – after breaking two spokes on the cluster side.

The next stop was lunch prior to the motley crew from Perth arriving and the start of the 30th Anniversary Albany to Perth Tour to beginning.

30th Anniversary Albany to Perth Tour

(Editor's Note - contributions from participants still needed here)

The return trip.....

Day 1 after the Tour – Carine

Rest day – the primary job today was to get the rear wheel rebuilt prior to riding home as I had broken four spokes on the wheel – cluster side, with last being yesterday. The first three spokes that were broken had occurred when carrying 10L of water over the rear wheel. The last breaking when the over all load was most likely at it's least – interesting!

Load break down after the tour:

Rear rack - Tent	5.2kg
Front rack – Camera bag	2kg
Front right pannier – Food	
4.8kg (assume full food an additional 2kg)	
Front left pannier – Trangia n Cooking gear	
5kg	
Rear right pannier – Sleeping gear / Tools	
8.9kg (Tools n spares 4kg)	
Rear left pannier – Clothes	6.2kg
Total	32.1kg

Day 2 after the Tour – Carine then head south to home

D1 166.43km; D2 1462.62km; Time 6h58'07"; Av 23.8km/h; Max 42.5km/h

The goal today was to get south of Mandurah; I was most likely to run out of light before reaching home. 7:45am I left my brothers place in Carine and followed the freeway cycle paths south to the city and beyond. The first stop and rest was at 50km at the Thomas road petrol station, the trip so far had been slow with stops n starts and interruptions to bypass construction projects and trying to reconnect to the cycling paths. The next 50km was easier and quicker as I typically followed the route I travel by car – the most direct – some instance no shoulder - but that's life.

Next stop was for lunch at te Mami Bakehouse at 99km. About the 11km mark I was finding it hard, wanted to sto and get a lift. At about this time got a toot from the guy's from work – the mongrels did not stop! This soon passed after a stopping at the Caltex petrol station / caravan park and a bottle of Coke, this caravan park was my first goal for the day and it was about 2:00pm, I decided to proceed.

I was soon cruising at 30km/h with an ENE tail wind. I was feeling good at 130km as I passed the Lake Clifton BP station so I decided not to stop. On passing I spied three mountain bikes with rear panniers – tourists! so I stopped. They were from Canberra and where heading south to Myalup to camp the night – that will do me, so I took it easy and rode with them (had to change down a few gears to stop pulling away from them.)

Got into camp about 4:30pm and the front tyre was flat, had pumped it up twice and it was not staying up for long – will fix it in the morning. Got a campsite for \$10 ("local's" rates and single person tent) normal rate \$18 per tent. The other three where travelling light – some food and clothes only so they hired a cabin for the night. Devo's correct the caravan park is not flat – it has been built in the sand dunes and has 8 levels – I camped on level 3 with view of the power poles of the road below. As I set up camp the others went down to the beach to check out the sand – No beach / ocean in the ACT! Ian, Cess, Karen and myself eat fish and chips on the beach at Myalup as the sun went down and watched dolphins feeding close to the shore. Full moon tonight – it is red in colour from the smoke.



Day 3 after the Tour – Myalup to Carlaminda

D1 50.96km; D2 1513.58km; Time 2h19'39"; Av 21.8km/h; Max 44.0km/h

We left camp at different times. It did not take long to catch up to all three, we followed the route that I had taken only a few days before and we had coffee in Australind prior to noting routes to particular places of interest. (Noel, your A5 maps of Bunbury are probably in Canberra by now.) Soon we departed and headed our separate ways.

I can defiantly confirm that the Easterly was most defiantly blowing as I punch into it. The surrounding air around Dardanup and home was coloured by smoke. The last 20km was a bit of a slog but I got there. Things have changed in the past three weeks; some one has put up speed limit signs on the road to home. I will need to go slower now – dam to progress! The ground was not a green as I had hoped but it had started change.

Kleber and Stan Thanks for organising a Great 30th Anniversary Tour!



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Connie ☎ 9355 2745 (H)

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P.O. Box 174 Wembley 6913

CTA Email: cta_wa@yahoo.com

Web Site: www.ctawa.asn.au

Tours and Weekends

Foundation Day

Long Weekend

June 5th to 7th

A long weekend 5-7th June 2004, staying at the IHD bush cabins, off Hughs Rd, near Jarrahdale.

We will enjoy a group ride from Perth to Jarrahdale on Saturday, and return Monday. Sights in the area include Serpentine falls, dam and national park.

We have three self-contained cabins, each holding four people. Cost is around \$36 per person for two nights.

More information coming soon, check the cta website www.ctawa.asn.au for updated information or call Mike.

Organiser Mike

☎ 9319 9526

☎ 0400123432

Christmas in July

Saturday 17th & Sunday 18th of July

Final details are still to be advised for this weekend which has become a CTA tradition and one of the highlights of winter.

Please contact Grant for further details if you are interested.

Grant ☎ 9339 4248 (H)

Souther Gateway Tour

9th to 17th of October

On Your Bike WA presents the Southern Gateway Tour, starting on a Saturday and finishing on a Sunday. This is a nine day fully supported tour and the best holiday you'll have this year.

Starting and ending in the town of Williams, we will be camping in the towns of Darkan, Kojonup, Frankland, Tambellup, Katanning, Wagin and Narrogin. The week will provide daily cycling opportunities with an optional trip to the Stirling Ranges on the rest day for those who wish to climb Bluff Knoll or simply take in the bushland and mountain views.

Cost is \$400 which includes; luggage transport between towns, all breakfasts and a 3 course dinner each night.

Brochures are out now. Book early!

Organiser Allan ☎ 9885 8067

AGM

This is still quite some time away but for those people with busy social calendars who like to plan well in advance the AGM will be held on Saturday 27th of November (not Sunday 28th) due to availability of the venue.



NEW MEMBERS

A warm welcome is extended to the following new members.

John Faris

Jim Finlayson

Stuart Garner

Carol Goldsmith

Richard Goldsmith

Tom Hallan

Tricia Hoskins

Michael Penklis

Jennifer Stott

Stephen Stone

Rod Tinniswood

Robyn Winthrop

We hope to see you

on one of the rides soon

Congratulations to the survivors of the Full Pannier Tour from Albany to Perth. Pictured below are the ones who decided to continue to the finish in the city centre (left to right) Devo, Stan, Terry, Tony, Mark E., Rosie, Ann, Kleber, Mark B. and Karen.



Pre- 30th Anniversary BBQ Ride

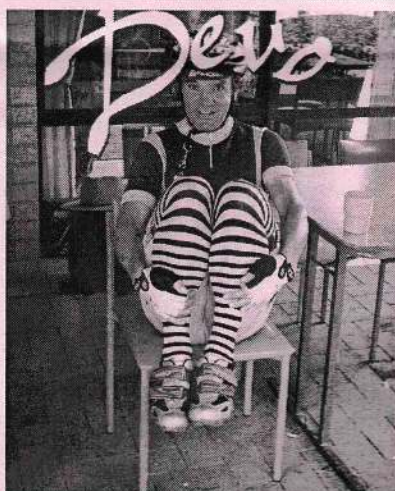


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Official Cycle Touring Association Opening Ceremony conducted by the CTA President Terry and long term CTA member Kleber on a pristine section of cyclepath.

Below

Kleber our esteemed Full Pannier Tour leader, and official guardian of the precious blue notebook. An essential document, without which the 30th Anniversary Tour would have ground to a halt.



Left

Devo asks,
"Do I smell free food?"

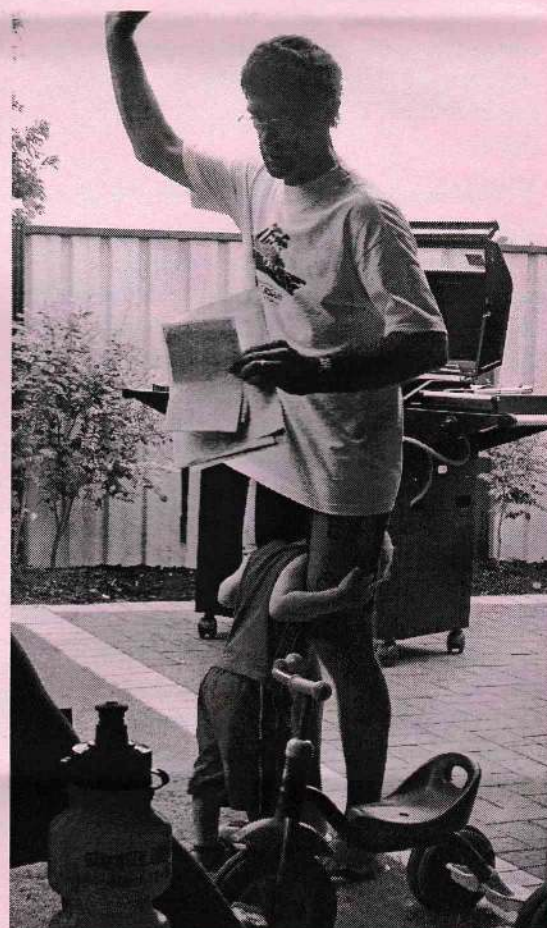


Left

Trust Kleber to have parking signs in place on his front lawn! And yes, for anyone who wants to know - the rest of the house does look as tidy and organised as one would expect.

Below

The hungry hoard of cyclists descending on the Claux household.



The Four Minute Fitting Guide

How to fit a bicycle helmet?

Your objective:

Snug, Level, Stable

You want the helmet to be comfortably touching the head all the way around, level and stable enough to resist even violent shakes or hard blows and stay in place. It should be as low on the head as possible to maximize side coverage, and held level on the head with the strap comfortably snug.

Be Prepared for the Worst

Heads come in many sizes and shapes. You should be prepared for the possibility that the helmet you are trying to fit may not be compatible with this particular head. And unfortunately, you can expect to spend ten to fifteen minutes to get your helmet properly fitted.

First, Use the Fit Pads or Ring

Most helmets come with at least one set of foam fitting pads, and if you got a second set of thicker pads it can be used to customize the shape. For starters, you can often remove the top pad entirely or use the thinnest ones. This lowers the helmet on the head, bringing its protection down further on the sides. It reduces the flow of cooling air, but probably not enough to notice.

Adjust the side fit pads by using thicker pads on the side if your head is narrow and there is a space, or thinner pads in the back for longer heads. You may also move pads around, particularly on the "corners" in the front and rear. Leaving some gaps will promote air flow. The pads should touch your head evenly all the way around, without being too tight. The helmet should sit level on the head, with the front one finger width above the eyebrows, or if the rider uses glasses, just above the frame of the glasses. If you walk into a wall, the helmet should hit before your nose does!

Some helmets use a fitting ring instead of pads. With these "one size fits all" models you begin by adjusting the size of the ring. Some of them may require the ring so tight for real stability on your head that they feel binding, but if loosening the ring produces a sloppy fit that helmet is not for you.

Then, Adjust the Straps

Now put the helmet on and fasten the buckle. Be sure the front is in front! You want to adjust it to the "Eye-Ear-Mouth" test developed by the Bicycle Coalition of Maine.

When you look upward the front rim should be barely visible to your eye, the Y of the side straps should meet just below your ear, and the chin strap should be snug against the jaw so that when you open your mouth very wide you should feel the helmet pull down a little bit.

With the helmet in position on your head, adjust the rear (nape) straps, then the front straps, to locate the Y fitting where the straps come together just under your ear. You may have to slide the straps across the top of the helmet to get them even on both sides. Then adjust the chin strap so it is comfortably snug. Now adjust the rear stabilizer if the helmet has one. It keeps the helmet from jiggling in normal use and makes it feel more stable, but only a well-adjusted strap can keep it on in a crash.

When you think the straps are right, shake your head around violently. Then put your palm under the front edge and push up and back. Can you move the helmet more than an inch or so from level, exposing your bare forehead? Then you need to tighten the strap in front of your ear. Now reach back and pull up on the back edge. Can you move the helmet more than an inch? If so, tighten the nape strap. When you are done, your helmet should be level, feel solid on your head and be comfortable. It should not bump on your glasses (if it does, tighten the nape strap). You should forget you are wearing it most of the time, just like a seat belt or a good pair of shoes. If it still does not fit that way, keep working with the straps and pads, or try another helmet.

You're Done!

We hope it worked for you. Let us know how we can improve these instructions.

The Quick Summary

Helmets are not just hats! They must be level on your head and strapped on securely to be protective in a crash.

- You want the helmet to be level on the head, not tilted back or sideways.
- You want the fitting pads inside to be touching all the way around.
- You want the strap to be comfortably snug.
- With the strap fastened you should not be able to get the helmet off with any combination of twisting and tugging
- The helmet should not bump on glasses or sunglasses in the front.

The helmet should be comfortable enough to forget that it is on your head after only a few minutes.

It will take you more fiddling time than you expect to get it this way!

Child Helmet Safety

A recent edition of Saturday's West Australian newspaper reported the death of an Australian child from strangulation. According to the report, the bicycle helmet he was wearing became stuck in a gap between a bunk bed and the wall.

There are similar overseas incidents, for example on February 4, 1999 a Pennsylvania child was asphyxiated while wearing a bicycle helmet and playing on playground equipment. Evidently he was caught between two overlapping horizontal platforms when his helmet would not fit through the gap between them where his body had already gone

A few incidents in Scandinavia and Canada had been reported, the Canadian and Scandinavian incidents were "hangings" where the child was strangled by the helmet strap. A strong strap is necessary to keep a helmet on the child's head during a crash, and helmets with strong straps have saved hundreds or thousands of lives, so these incidents must be seen in that perspective. Sweden and Norway documented six cases from 1984 to 1992 of asphyxiation by helmet straps when the helmets caught in Swedish or Norwegian playground equipment. All victims were boys under six. This information should not scare parents away from putting helmets on their kids, since the more critical danger is the ride to the playground, not the rare strangulation or asphyxiation when there.

What should a parent be doing?

Parents should make sure their children remove their helmets before engaging in any other activity, particularly in a room with bunk beds, when climbing trees or playing on playground equipment. Parental supervision of very young children is essential whenever they are using a playground.

Reproduced from the Bicycle Helmet Safety Institute, Arlington, Virginia USA

This information is only intended as a general guideline. Always read and follow manufacturer's instructions carefully. If in doubt seek professional advice.

Terry's Tales

With summer well and truly gone and the days growing steadily shorter, I find myself riding home in the dark (just as well I got a new set of bike lights for my birthday!). The 30th Anniversary Tour has come and gone and is now just a series of good memories as I am sure you will hear and read about in this and future newsletters. Also coming up is the social night on July 7 where we will all gather round to see all the photographs, hear the stories and reminisce about the good times on tour. Congratulations and thank you to Kleber and Stan for a very well organised and thoroughly enjoyable tour.

Of course a lot of other cycling has gone on during the last two months. Another very successful Bikewest came and went in March with the ever popular Bike to Work Breakfast, followed by the CTA's Wednesday night BBQ ride enjoyed by about 50 people on a glorious autumn evening. This year we tried something different for the CTA's final Bikewest ride with a Wander to Whiteman Park for a sausage sizzle. While summer had a sting in the tail with the temperature passing 40 degrees, for the 35 or so that braved the scorching heat it was a very enjoyable day, albeit a bit deflating for many bikes with no fewer than seven punctures on the day. As always, a lot of preparation goes into organising and running these events and I would especially like to thank Desama, Simon, Mark and Melanie who did a fantastic job ensuring that the hordes were well fed.

The last two months also saw several achievement rides held with good numbers on each ride. Many like myself were using the achievement rides as part of their training for the 30th Anniversary Tour. With the tour now over and those that participated fitter than ever, some are taking advantage of their well toned and tanned legs and attempting to do some of the longer and harder rides for

the Challenge Award or maybe even the Super Achiever. Coming up over the next few weeks are the two hardest rides on the calendar, the 300km and the 10,000 in 8. Of course these should be a breeze now that the panniers are off the bike.

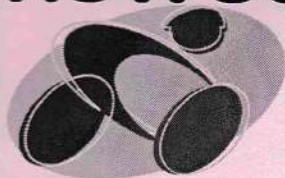
Now that the tour is over and life returns to normal (work, work and more work), I need to catch up on all the chores that were put off earlier in the year (like painting Damian's new bedroom before he becomes a big brother). I also need to find some time (and fine weather) to take Mitchell and Damian out for a bike ride since it has been over a month since their last ride.

While the nights are getting colder and the weather may be turning a little grey, there are still a lot of great cycling events coming up including the June long weekend in Jarrahdale and Christmas in July. Check page 4 for further details and book early to avoid disappointment. Also coming up later in the year is the ever popular On Your Bike Tour and you all should have received a brochure and entry form by now. If you haven't, then contact the tour organiser (see details on page 4) and book now because places are filling up fast!

In the mean time, happy cycling.

Terry

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**

Reporting Cycling Hazards

All riders are encouraged to make a note of hazards observed during rides and to submit a hazard report to Bikewest. The aim is to get these fixed, and more importantly, to stop new hazards being installed.

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 HAZARDREPORT in the subject and a good description of the location and the hazard. The address is bikewest@dpi.wa.gov.au with a copy to the BTA bta_wa@hotmail.com please. An on-line hazard report form is also available at <http://www.dpi.wa.gov.au/cycling/hazard.html>

Time to Smile

A piece of road walks into a bar and declares to all its occupants: "I'm the hardest bit of bitumen in the whole of this town!"

The piano player stops and the bar goes deadly silent. After a brief pause, all eyes drop, the pianist returns to playing and the piece of road pulls up a bar stool and settles down to a beer.

Five minutes later, a piece of dual carriageway throws open the bar door.

Once again, the bar goes silent but for the creaking of the slow-moving overhead fans.

The dual carriageway declares: "I'm the toughest piece of bitumen you'll ever see this side of the border and I don't take crap from anyone!"

The piece of road slowly turns and locks eyes with the piece of dual carriageway. The tension mounts, other drinkers scatter and take cover.

At that precise moment, in walks a piece of freeway which says: "I'm the hardest bit of bitumen in the whole damn country and I'll take you both on!"

And there they stood in a three-way Mexican stand-off for what seemed like an eternity.

Once again, the door opens and, into the middle of the stand-off, walks a strange looking piece of coloured bitumen with a blue stripe. The other three turn their backs to the door, sit down at the bar and stare sheepishly into their drinks.

The bartender asks the three pieces of bitumen, "what's the problem," and they reply: "Shhhh. Watch what you say, that bloke's a cycle path."



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Smokey Car Spotter



Ever notice how difficult it is to breathe when smokey exhaust fumes are choking up the atmosphere?

Well here's your chance to strike back! Report smokey vehicles by giving the registration number, make and colour of a smokey car, together with the time and place that you spotted it, to the Department of Environmental Protection ☎ 9324 2835.

CYCLERAMA

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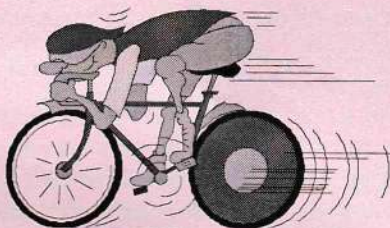
500m from Canning Bridge

9364 1733

10% Discount for CTA
Members

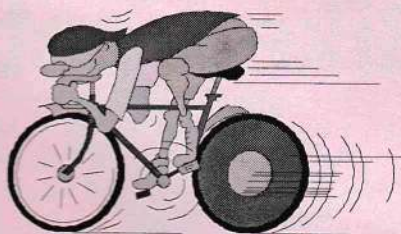
Open 7 Days incl. Holidays

Brain Teaser Solution



Around the Velodrome

The diameter of the Velodrome has no bearing on the problem. When they meet, Norman has gone $\frac{1}{6}$ th of the way while Tim has travelled $\frac{17}{24}$ th. Tim has therefore been moving $4\frac{1}{4}$ times as fast as Norman. Norman has $\frac{5}{6}$ th of the distance yet to go, compared to $\frac{1}{6}$ th for Tim so Norman must go 5 times faster than Tim. $21\frac{1}{4}$ times faster than he went before.



What do the words below have in common?

Adam
Claim
Gall
Buoy
Fond
Ramp

See the next issue for the solution to this brain teaser puzzle.



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66 Adelaide St, Fremantle

Capture a Piece of History

Buy Your CTA 30th Anniversary Clothing

To celebrate our birthday, the CTA has ordered commemorative 30th Anniversary Logo clothing comprising of short sleeved Coolmax tops which are highly visible being yellow with red stripes..

The tops are available in a range of sizes from S, M, L, XL and XXL and the cost, at \$85, is the same as the standard clothing price for these special commemorative tops.

Please contact Mark or Melanie on ☎ 9313 2853 (H) if you require any further information.

Cheques should be made payable to "CTAClothing".



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. 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 members who were successful in completing the following Achievement Rides. Many people managed to achieve a personal best, either in distance or time taken.

100km

Ann Wilson
Ann Brady
Bruce Robinson
Devo McCall
Stan Wiechecki
Janet Deverill
Mike Holland
Brian Smith
Karen Date
Kleber Claux
Mark Elliott
Mark Corbett
Theresa Corbett
Rosie Brittain
Colin Pearce
Andrew Candy
David Stobie
John Farras
Grant Gregory

160km

Mark Boulton
Colin Prior
Michael Hook
Ann Wilson
Colin Pearce
Janet Deverill
Andrew Candy
Terry Bailey
Liz Weib
Brian Smith
Mark Corbett
Mark Elliott
Bruce Robinson
...and Cabernet
as the mascot

5000 in 4

Anne Brady
Kleber Claux
Terry Bailey
Ann Wilson
Daren Date
Bruce Robinson
Tim Reid
Theresa Corbett
Brian Smith
Mark Elliott
Janet Deverill
Mike Holland
Andrew Candy
Michael Hook

200km

Janet Deverill
Ann Wilson
Liz Weib
Mark Elliot
Devo
Colin Prior
Mark Corbett
...and Grommet
as the mascot

Rides Calendar – May to July 2004

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.

Saturday May 22

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. Participants MUST BOOK at least one week prior to the ride to arrange details and there is a \$10 fee for non-members.

Organiser: Hooky ☎ 9375 5246 (H)

Sunday May 23rd

Follow Mike Round the River

50km Moderate 9am start. Meet outside the café at Point Walter for a foreshore circuit with a stop along the way for delicious treats.

Leader Mike ☎ 0400 123 432 (M)

Sunday May 30

Swanning Around the Valley

40 kms Medium paced ride through the Swan Valley to find a delightful winery or cafe. Meet at the Meltham Railway Station (catch a train or try the new bike path) at 8:45am for a 9:00am departure.

Leaders : Lance & Patricia - ☎ 9249 1970 (H)

June 5-7

Foundation Day Long Weekend

A long weekend at Jarrahdale, staying at the popular IHD cabins for 2 nights. Local sights include the Serpentine Falls and National Park.

Organiser: Mike ☎ 9319 9526 (H) ☎ 0400 123 432

Saturday June 12

10,000 in 8 Achievement Ride

110km Hard, 8:00am for an 8:30am sharp start. Meet at the Kelmscott railway station for registration and map/ride description. This is the CTA's hilliest ride requiring you to climb up and down 10,000 feet of hills within 8 hours (average 14 km/h). Required for both the Super Achiever and Challenge Series. Note there is a \$10 fee for non-members.

Organiser: Hooky ☎ 9375 5246 (H)

Sunday June 13

Water Towers and Wetlands

45km Moderate, 9am start. Wet or Dry, you'll be guaranteed water views on this ride. This ride starts from Daglish Station and takes in 6 lakes tucked away off the main roads, and a refreshing morning tea stop.

Leader: David ☎ 9383 9394(H)

Sunday June 20

Inner Suburb Not so Flat Ride

40 Km Moderate, 9 am. Meet at Loftus St Community Centre, cnr Loftus & Vincent Streets, Leederville for an inner suburbs ride with some hills that I know well. Of course we will be stopping off somewhere for a coffee.

Leader: Stan ☎ 9444 4207 (H)

Sunday June 27

50km Achievement Ride Take 2

50km Moderate, 9:00am for a 9:30am sharp start. Meet at the corner of Soldiers Road and Mead Street in Byford for registration and map/ride description. This is your second chance at achieving the 50km. The time limit of 3 hours (average 17 km/h) should ensure that everyone has a chance of completing the distance. Participants MUST BOOK at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Hooky ☎ 9375 5246 (H)

Sunday July 4

Mundaring Munch

50km Medium Hilly, 9:00am Start. Meet at Midland Train Station. Enjoy a ride in the hills through John Forrest National Park and then onto a deserved replenish stop at a well known eatery in Mundaring. Tanks refilled it will be a breeze down the hwy to finish. For those that are contemplating doing the 5000 in 4 next Sunday this will be a good Training ride

Leader: Ann ☎ 9444 5160 (H)

Wednesday July 7

Social Evening

30th Anniversary Tour Reunion. This is a chance for everyone who participated in the 30th Anniversary Tour from Albany to Perth to join for a post tour gathering to share photos and stories of the great event. The CTA's cycling tops with the 30th Anniversary Logo will be on sale that night for anyone who would like a souvenir of the club's 30th anniversary as well as a bright, brand new, cycling jersey.

Tea, coffee, milo and light supper supplied. All Welcome!

Venue: Loftus Community Centre (see map on page 11 for details)

Organiser: Connie ☎ 9355 2745 (H)



Sunday July 11 5,000 in 4 Achievement Ride Take 2

55km Moderately Hard, 8:30am for a 9:00am sharp start. Meet behind the BP Service Station at the corner of Albany Highway and Gilwell Avenue, Kelmscott (near Kelmscott railway station) for registration and map/ride description.

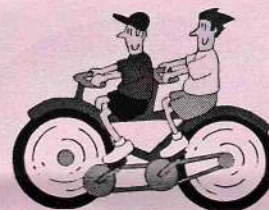
This course promises 5,000 feet of uphill and downhill around Armadale and Roleystone. The time limit is 4 hours (average 14 km/h). Participants MUST BOOK at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Hooky ☎ 9375 5246 (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, Grant ☎ 9339 4248 (H) by June 26.

Remember that something simple like your regular ride to work route can be the basis of an interesting ride for others who might not normally cycle through that area.



July 17,18

Details yet to be finalised, please ring the rides co-ordinator, Grant ASAP to register your interest.

Grant ☎ 9339 4248 (H)

Xmas in July

Sunday July 18

High Road to Heathcote

40 Km Easy, 9 am from the Raffles Hotel, Applecross. Enjoy a Sunday saunter around Piney Lakes and Riverton ending at Heathcote where we will partake of morning coffee while enjoying the vista.

Leader: Basia ☎ 9330 3615

Sunday July 25

100km Achievement Ride Take 2

100km Moderately Hard, 8:30am for a 9:00am sharp start. Meet at Armadale railway station for registration and map/ride description. This is a pretty but demanding ride, going up Bedforddale Hill, past Glen Eagle, then onto Jarrahdale and Serpentine Dam before returning. The time limit is 6 hours (average 17 km/h). Participants MUST BOOK at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Hooky ☎ 9375 5246 (H)

Sunday August 1

Mountain Magic

35 – 40 km. Moderate, 8:45 for 9 am start. Meet and cnr Morrison Rd and Pechy Rd, Swanview.

Ride follows old railway bed through John Forrest National Park and various walking/bridle paths to Mundaring where we will have a coffee break. Then its all downhill along the old track through Darlington back to the start. Wide tyres recommended and anyone can do it.

Leader : Mark C. ☎ 9294 2625(H)

Sunday August 8

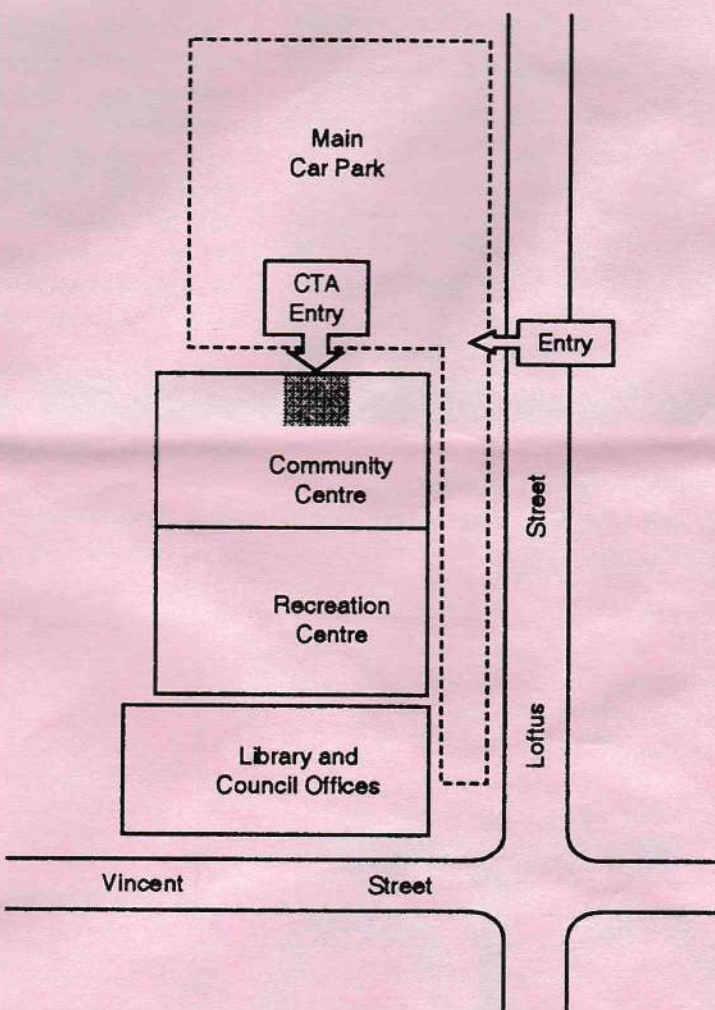
The Training Ride

60km Moderately Hard, 9.00am Start. Meet at Midland railway station for a hilly but scenic ride through Kalamunda, Darlington, John Forrest National Park and Parkerville to lunch at Mundaring. Then it's back down Greenmount to Midland.

Leader: Kleber ☎ 9354 7877(H)

Social Nights

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 Connie ☎ 9355 2745 (H)



2004 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. 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 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 \$80 for knicks and \$85 for tops.

Please contact Mark or Melanie on 9313 2853 (H) if you require any further information.

Cheques should be made payable to "CTAClothing".



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

