

THE CHAIN LETTER

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

March / April 2005

Issue 181

PRESIDENT'S REPORT

BIKEWEEK 2005—Once again the CTA is involved in several BikeWeek events. The first event I wish to high light is the Whiteman Park ride on the 13th of March. This will be a great day out on the bike and an opportunity for us to promote the club and the benefits of cycling to the public. On the 16th of March is the evening Bar-B-Que ride. This is always well supported by the public. The final event of BikeWeek on Sunday the 20th is the Freeway Bike Hike (see enclosed brochure). It is my hope that the club will be out in force at this ride which is a great opportunity to increase our membership. We're still looking for volunteers to lead rides from Bayswater and Perth (see article on Pg 4). We will be organising press releases in local papers.

Next....What does cycling mean to you? To me at a fairly young age, it meant freedom. The ability to travel further than I could walk as a 10 year old is something I treasured. I used to go to the nearest cross road to my house and ride in a circle, count to 20, and then ride off in that direction as far as I could go in a day. I suppose we don't change very much from what we know and enjoy as kids! I still hop on my bike and ride in one direction and enjoy the freedom riding a bike brings.

But I stop in my thoughts and wonder what the Cycle Touring Association means to me. It combines that individual freedom to move, travel and stop and experience places with people of a similar belief, which makes a common bond.

I remember my apprehension of my first ride with the club. Would they laugh at my legs? Would I be able to keep up? Would I be accepted? I can't remember where we rode to but I do remember being asked if I was coming on the ride next week. Before too long I was politely asked "Did I wanted to be a member?" I felt I had been Accepted!! I had proved I was worthy. Before too long I was asked to lead a ride. This was a big responsibility. I chose to ride to Rocky Pool on the lower side of John Forest National Park. We stopped at a Deli part way up Morrison Road for those few who had forgotten to bring lunch, or was that afford to buy lunch!! The group of around 20 then stopped at Rocky Pool to eat lunch—not too long because your muscles would get cold.

There were no Social Nights. It was a club focused on riding. The Achievement Rides were a big goal to take part in, and in the late

eighties/early nineties I completed the Supper Achiever. 1988 was the tour from Albany to Perth. This was a wonderful experience. The first "On Your Bike" was held in 1989, another truly rewarding experience. This was followed in 1992 when the club ran the very successful New Zealand Tour, which I took part in along with 10 other riders. This form of travel really appealed to me. Carrying everything I needed, no time limits, but still providing a strong sense of purpose and achievement at the end of each days ride.

Where do I see the club heading? I see the club integrating our unique mode of transport into common social activities. The bird watching ride allowed the group to quietly travel to 3 different locations, creating very little disturbance to the birds and habitat. The Sky Show ride is to my way of thinking the only way to get to and from the congestion of the rive foreshore to home. Also those riders that came along on the Movie and Meal ride enjoyed themselves. These rides integrate the club into the community and allow the Cycle Touring Association to also be a cycle 'Tourist'.

Connie and I attended the Oil Depletion Summer School conducted by the University of WA. At this very informative event at which our very own Bruce Robinson was a key speaker, the message came across loud and clear: fuel (petrol) is nearing the peak of its production. Some say 2008, others 2010 or perhaps 2015, but what ever the date we are already using one of the few viable alternatives: the "humble bicycle". Food for thought. Happy Cycling,

Noel Eddington

2005 Fees Please:

CTA membership is from January 1 to Dec 31 each year, and 2005 fees are due.

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

Membership forms can be downloaded from our website. Please send your cheque and form to the Cycle Touring Association, PO Box 174, Wembley WA 6913. 2004 "On Your Bike" members please note that your complimentary membership extends to June 30, 2005. After June 30, part-year memberships apply and the above fees should be halved.

The CTA is a non-Government organization relying on membership fees, donations and volunteer labour to achieve our aims and objectives. These monies help 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.

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Contributions for the next issue (May/June) should be to the Editor no later than Thursday 14 April.

DISCLAIMER: Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, the Editor, or its membership as a whole.



NEW MEMBERS

A hearty welcome is extended to new members who have joined since the last newsletter:

Leanne Reid

**Have Trike Will Travel
Perth to Merimbula, NSW.
5718 Km's**

I arrived in Perth on Oct 5 with the aim of adding the West East crossing of Australia to the North South crossing that I did in the early part of 2002. 69 days, 5718 km, 11 punctures, 2 major gear failures & 1 tire later, I arrived in Merimbula on December 12, on schedule but way over budget. I spent 1,196,428 seconds on the trike at a daily average of 21,365. On the way I added the Cycle Touring Association of Western Australia's 'On Your Bike' & Bicycle Victoria's 'Great Victorian Bike Ride' to my tally of 9 day rides.

Several years ago a group of ladies in the bike club I ride with in Traralgon (TRAMPS or Traralgon and Morwell Pedellars) came up with the idea of linking all the capital cities in Australia with Traralgon by bicycle. A major goal of the trip was to add Perth into the link. Once I got to Pt Augusta the pressure was off and everything else was a bonus. I now have only Hobart and Melbourne to go to complete the project that I started in 2000.

The ride was a lot of fun, but harder than I thought it would be, making it very challenging at times both mentally and physically. The main problem was the wind, which for far too many days was a head or cross-head wind. I knew before I left that I would face head winds but not in my worst nightmare did I think it would be as bad as it was. The Nullarbor Plain from Norseman to Ceduna can be summed up in one word: 'boring'. I found that apart from the Madura & Ecula Pass's and the 100 or so km's along the coast from the WA/SA border (which involved side trips of up to 1 km each way & was spectacular) the rest was boring. I did find that there is a big similarity between a snow or Alpine gum and a desert gum in colour, shape & size. The Nullarbor is one of things a lot of touring cyclists like to put a tick along side, but one tick is enough. Once I got into the more settled areas east of Pt Augusta the scenery got more interesting or at least it changed every day or so.

Highlights of the tour would have to

include Lake King, the Nullarbor cliffs, the Mt Gambier area, Great Ocean Road and reaching the end at the Merimbula Wharf. Possibly the hardest moment of the trip mentally was at the end of the 'On Your Bike Ride' at Williams when everyone else was packing up to go home and I was packing to go east. It would have been so easy to put my bag & bike on the truck and me on the bus back to Perth and home. Physically the hardest day apart from the wind was from Lakes Entrance to the Cann River.

I got to meet some great people along the way including an American by the name of Norm who I meet in Norseman and rode across the Nullarbor with, then meeting again in Pt Augusta & Pt Fairy.

The full story of the ride can be found by going to the TRAMPS website at www.norm74.com/tramps

The story of the North/South ride from Darwin to Traralgon can be found at www.trisled.com.au/tgatt.htm



Tim at the start of his ride, leaving Waterford. More photos on Pg 8.



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TRAVELLING WITH YOUR BIKE, Part 2



On re-reading my earlier published article, I realised that I had been rather cheeky, expecting you, my readers, to do all the work. Well, in the event, you have done some of it, but I've also been doing a little homework myself since dashing off those first paragraphs as soon as the idea for the article took hold.

I have now established the following facts from Qantas:

1. You DO need to pack your bike in a box, wherever you fly. Sturdy card-



Bruce Robinson with a Qantas pack which has made numerous trips

board boxes are available at most airports in Australia at a cost of \$16. However these measure only 1400mm x 800mm x 300mm. Would your bike fit in that? (Mine wouldn't) If not, you have to plan ahead and obtain a suitably sized container ahead of time. You must also plan to have another container (or even the same one) available for the return trip.

2. The bike IS counted as part of your baggage allowance. Of course the allowance varies depending where you are travelling. Within Australia, you are permitted to carry free only one item. If the bike is the second item, you will be charged \$11 excess. If you are flying to or through the Americas (North or South), the allowance is two pieces of baggage, each weighing no more than 30kg. To all other overseas destinations, the limit is a total of 20kg, and the bike is weighed as part of the total.

Other airlines may offer different rates,

but you should check on details when you are making your bookings. It is best to be prepared!

So, if you have a large, standard touring bike like mine and you are considering the possibility of changing to either a folding bike or one which actually breaks into two pieces, you have to look carefully at the choices available to you.

1. Folding bikes. There are now many of these on the market. Just try feeding "folding bicycles" into Google and see how many hits you get.

One brand which was new to me, but which is available through some local bikeshops, is the Dahon. The Australian agent for this bike, The Head Office of which is in Los Angeles, California (bikes manufactured in China, I believe), is Advance Traders in Brisbane. They supply several models with 20 inch wheels, ranging in price up to about \$1500. Interestingly, they also have available a soft carry bag or a hard case for their models. You can inspect some of these models if you ask around at bike-shops, or email: dahon@advancetraders.com.au

Another brand which was recommended to me by an American friend is the Bike Friday, manufactured in Eugene, Oregon, USA. I was rather

put off these at first when I discovered their price, but Bruce Robinson contacted me to say that he had recently bought one second-hand. This has given me the opportunity to inspect one example of a folding bicycle at first hand and also to try it out on the road. This one cleverly folds down to fit into a standard suitcase, and when you reach your destination, the suitcase itself converts into a trailer to take all your other baggage. For travel on a train, or simply to fit into a car boot or other confined space, the bike partially folds down in a minute or two, at which stage it quickly fits into a soft bag. The



The partly folded Bike Friday

assembled bike looks a bit odd at first, but performs very well on the road with its 20 inch wheels and a wide range of

Cont'd on page 4



Bike Friday packs down neatly into this standard suitcase



Bruce with suitcase and Bike Friday ready to go

Cont'd from page 3

gears to match. The gear train on this particular model is a Sachs 3 x 7, comprising a 3-speed rear hub and 7-speed rear derailleur. For this set-up, the front chain-wheel is a 48T, and the rear cluster is 14-16-18-21-24-28-32. Unfortunately, I do not have the ratios for the rear hub, otherwise I could quote gear inches to you.

A folding bike which has been around for a long time comes from the UK and is known as the Moulton. Their "F-frame" bikes have been around for about 40 years, but newer models are now available.

A useful contact point for anything to do with Moulton Bicycles is the website: www.moultoneers.net. This details the history and also provides a great deal of information about the various models available, although you have to bear in mind that this website is aimed at a UK audience.

One of the links I found very useful in the Moultoneers' website was to the "Folding Society". This contains an article providing information, including pros and cons, about the major folding bikes available to the writer (in the UK). Unfortunately there is almost no indication as to price, although you gain the impression that any "folder" is going to be much more expensive than a conventional bike, as well as suffering from other relative short-comings.

2. Bikes which break into two pieces ("separables"). The heart of bikes such as these is a special patented coupling. The one I have been following is known either as an S & S Coupling™ or a Bicycle Torque Coupling (BTC™) which is manufactured in the USA. Details of these couplings can be obtained on www.sandsmachine.com/couplings. They are used under licence by two frame-builders in Australia, one of which is Greenspeed in Ferntree Gully, Victoria contactable on 03 9758 5541 or info@greenspeed.com.au. Although their specialty is recumbent bikes, my understanding is that they will retro-fit the BTC to a standard bike. The other frame-builder is Hillbrick bicycles which is located in Minto, NSW. Their website is www.hillbrick.com.au or you can

reach them on 02 9820 4011 or 0412 842 730. If you are interested in either a new frame made up as a separable, or a retro-fit to an existing frame, you will need to contact these guys direct. Again, I would caution that they do not come cheaply, and also freight costs will have to be taken into account. I regret that I do not have any experience with this sort of conversion.

Where does all this information leave the potential traveller who wants to take a cycle-touring holiday overseas or interstate?

Fortunately several of our readers have made very pertinent comments. Bruce Robinson still uses his Qantas pack (see photo); Bruce Boell tells his own story later in this Newsletter.

Bruce (Boell) raises the point about placing heavy loads on a folding bicycle which does not have the inherent strength of the standard triangular frame. Of course, if you place your heavy baggage in a trailer, this is less of a problem. I guess the bottom line to the big question is, well, the bottom line: that is, the cost. A folding touring bike like the Bike Friday will set you back by about US\$1500 – and that is for the basic bike, bought in the US. The suitcase, conversion kit for the trailer, racks, mudguards, computer etc are all extras. If you plan on doing a good deal of travelling with your bike, both by train and in aircraft, this may well be a good investment. Otherwise, either a standard airline bike box, or Bruce Boell's special packaging would work out much cheaper.

Happy travelling! ~Ron

~~~~~  
**Email from Bruce Boell to Ron Bowyer RE Travelling With Your Bike, Part 1**

Ron, I have had some experience with travelling with a bike both in Australia and can offer a few comments:

I have flown both in Australia and overseas with a full sized bike and in each case have borrowed a soft bike bag rather than a box, but have packed the wheels separately in a wheel bag. I try and protect the rear derailleur with plenty of padding and use spreaders in both the forks and chain stays to ensure they don't get compressed (happened once and a lesson learnt!). Al-

ways get both bags labelled fragile and the airlines these days seem to take due care. Going over to WA for the October ride I think Qantas charged me \$22 both ways for the extra baggage, which I thought was very reasonable.

In 2003 I went to Europe for a ride organised by a Melbourne bike club (Whitehorse Cyclists) in Austria, but as we were doing some touring in a hire car beforehand I thought a folding bike would be the go so bought a German "Birdy". The Birdy comes with three optional carrying bags, one a hard case, two a soft one with a rigid base and wheels for pulling along and the third (which I bought), a soft bag which, by manipulating various zips, converts to a day sized back pack. Typical German ingenuity!

Experience with the bike as follows: fantastic for general portability and also for putting in the boot of the usual undersized European Hire Car, also great for getting around on short trips. On the longer organised ride not quite so good. First the long seat post and steer tube, together with the lack of a triangular frame makes for a very flexible machine. Second, the small wheels means the rear derailleur is much closer to the ground than in a full sized bike and tends to get full of crud accordingly. But certainly I would not hesitate to take it again if doing a lot of sightseeing type riding.

Hope these comments have been of use to you, regards ~Bruce

**FREEWAY BIKE RIDE**

The final event for BikeWeek this year (March 13-20th) is the Freeway Bike Ride (see the rides calendar). On Sunday the 20th, the Freeway from Belmont to Joondalup will be closed to vehicular traffic, and 5,000-10,000 cyclists are anticipated to participate.

**Ride to the start from several locations with a CTA leader, 6:30 AM:**

- Applecross:** Raffles Hotel, Canning Bridge Grant 9339 4248 (H)
- Belmont:** Shell Service Stn, Cnr Belmont & Wright St. Noel 9355 2745 (H)
- Cannington:** Outside Fast Eddies Westfield Carousel, Albany Hwy. Kleber 9354 7877 (H)
- Subiaco:** Subiaco Train Stn, cnr Rokeby Road. Bruce 9384 7409 (H)

We still need leaders from Perth and Bayswater. Once at Belmont you're free to enjoy the Freeway Ride yourself! Contact Noel 9355 2745 (H) if you can help.

## Lift out Rides Calendar Page for March to April 2005

### NEW RIDES CLASSIFICATIONS:

All riders are responsible for showing up with a well-maintained bicycle. You will need to wear a helmet and we recommend you 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.

Rides are described according to the

guidelines below. *If you are unsure of your suitability for a particular ride, or if you feel it may be too long for you, don't be put off. Please contact the ride leader before the day, to discuss your suitability, or to see if you can do part of the route.*

**Terrain** refers to the hilliness of the ride, and can be Mostly flat, Rolling, Some hills, Hilly, or Off road.

**Pace** refers to the average range of speeds

on level ground without breaks. Down-hills may be faster, uphill slower. For rides described as HILLY, consider choosing a pace one step down from your usual comfort level.

|                  |               |
|------------------|---------------|
| Social:          | Under 15 km/h |
| Leisurely:       | 15 – 20 km/h  |
| Moderate:        | 20 – 25 km/h  |
| Brisk:           | 25 – 30 km/h  |
| Strenuous:       | 30 – 35 km/h  |
| Super Strenuous: | 35+ km/h      |

### Sat/Sun/Mon, March 5-7 Mandurah Meander

Approximately 140km over 2 or 3 days, touring pace (20-25km/h) over mostly flat-tish terrain with plenty of rest stops. Tent accommodation only at the Lucky Caravan Park, 20 Henson Street, Mandurah. Cost: \$10 per person per night. Monies will be collected by the leader on arrival at the caravan park.

#### Saturday, March 5, 65-70km.

Meet at the Armadale Train Station for a 9am departure and proceed to Dot's Tea Rooms in Mundijong for a well deserved morning tea. It's then only a pleasant trundle of 25km or so to Mandurah where we will set up our tents in the Lucky Caravan Park. After that there is plenty to see and do, and close by are plenty of options for the evening meal.

#### Sunday, March 6, 0-whatever km.

After a bit of a sleep in, the day is yours to do what you fancy, and Mandurah provides plenty of variety. At this point some of us may have to return home, but at the end of the day, those remaining will enjoy a combined BBQ using the facilities at the Park. Provisions are available at the nearby supermarket.

#### Monday, March 7, 70km.

Having done everything the previous day we should be ready to set off back to Fremantle Train Station (via Secret Harbour, Port Kennedy, Warnbro, Rockingham) at about 9am. We will avoid the main highway as much as possible by using a variety of cycle ways and minor roads. All going well we should reach our final destination in the early afternoon.

Leader: Ann ☎ 9444 5160 (H)

### BikeWeek starts Sunday, March 13

See website for the entire week's activities: <http://www.dpi.wa.gov.au/cycling/bikeweek/communityevents.html>, but start with the CTA's very own:

#### Wander to Whiteman Park

Two great ride options, followed by a sausage sizzle lunch at Whiteman Park. All food and drinks will be provided.

### Option 1: 30km (round trip) Social, 10:30am start.

Meet at Midland Train Station for a relaxed ride to Whiteman Park via quiet back roads through the Swan Valley.

### Option 2: 60km (round trip) Moderate, 9:15am start.

Meet at Charles Patterson Park (near children's playground, near Burswood Casino) for a touring paced ride to Midland following the railway. At Midland, rendezvous with the social ride, and continue through the Swan Valley to lunch.

Enquiries: Terry ☎ 9472 9887 (H)

### Wednesday, March 16

#### CTA BikeWeek BBQ Ride

15km, Social, 6:30pm for a 6:45pm start. Meet at McCallum Park at the end of Taylor St, Victoria Park. Take the night off and join in the Cycle Touring Association's easy night ride. Enjoy a peaceful ride around the riverside suburbs, taking in the night time views of the city lights. You will be rewarded with a free sizzling BBQ at the end of the line. All food and drinks will be provided. BYO insect repellent. Lights essential and reflective clothing recommended.

Enquiries: Terry ☎ 9472 9887 (H)

### Sunday, March 20

#### Big Freeway Ride

This event has been newly included as part of BikeWeek as a mass-participation, community ride designed to promote cycling and fundraise for various worthy causes. Ride from Belmont Park Racecourse on the Graham Farmer and Mitchell Freeways to Joon-dalup. Riders must register either through the official entry form or on [www.freewaybikehike.com.au](http://www.freewaybikehike.com.au) by March 19th. There is no provision for ad hoc registration on the day. The donation for adults is \$25. Riders will be grouped according to their perceived fitness levels and sent off in those groups (fittest first) starting at 7:40 am. Some CTA members will be escorting interested members of the public to Belmont RC from various assembly points approximately 10-12km from the start. See our Freeway

Bike Ride article on Pg 4 for more details. CTA members are welcome to join these escorts in support for a 6:30 am departure from the assembly point. Keep a lookout for ads in various local newspapers for further details.

### Fri/Sat/Sun/Mon, March 25-28 Easter in the Trees

Spent Easter this year at the Pimelea Forest Stay near Pemberton. Located about 10km from the town, it is within easy reach of cycling trails, wineries, coffee shops, picnic places, swimming holes, fine eating, you name it! Bring your bathers, walking shoes, tux, probably even your bike, and just relax. Accommodation is at the 'big house' Pimelea Forest Stay Pemberton. Accommodates up to 24 people in three 'largish' rooms. Also available is a grassed tent area with outdoor covered eating area. Cost: \$16 per night each for a minimum of 12 guests, tent sites slightly less. House has cutlery, crockery, cooking utensils, fridge, oven, shower, toilet and a variety of single/double beds and bunks. You provide sheets, blankets, pillows, etc. The venue has coin operated laundry and drying facilities.

Getting there: For those wishing to travel in a convoy, meet at the Victoria Park Railway Station, Good Friday, in sufficient time for a 9:30am departure. The bike trailer (max 15 bikes) will be available, prior booking of a space required. Please inform Noel of your travel intentions, convoy or otherwise, and your possible availability regarding transporting other members and/or their bikes.

Leader: Noel ☎ 9355 2754 (H)

### Sunday, April 3 100km Achievement Ride

100km Moderate, no regrouping, no bad weather cancellation. 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). Note there is a \$10 fee for non-members.

Organiser: TBA

### **Wednesday, April 6 Social Night**

**Guest Speaker Rick Lee**, Coach of Ryan Bailey (Double Gold Olympian, Track Cycling), and Peter Dawson (Olympic Pursuit Team). Don't miss this rare opportunity to hear about which local up and coming junior riders to watch, the Sydney World Trials, and stories about training world class cyclists! Supper provided, meet at 7:30pm at the Loftus Community Centre, Leederville. Enquiries: Noel ☎ 9355 2754 (H)

### **Sunday, April 10**

#### **Foothills, Food, Valleys & Vineyards**

75 km (approx), Moderate, with some challenging hills. 8:30 for an 8:45am start, rain, hail or shine. Meet in the car park of the Altone Rec Ctr, 332 Benara Rd, Beechboro (approx. 5 km from Bassendean Station, up Lord St then left onto Benara). From there we will head through Guildford, High Wycombe, Maida Vale, Helena Valley and back to Midland for possibly a second breakfast and/or an ice cream. Regroup where necessary at top of climbs. After this we will take a scenic loop through the Swan Valley back to the start point. Leaders: Brad and Lisa ☎ 9377 5891(H)

### **Saturday, April 16**

#### **Century Challenge Achievement Ride**

100 miles (160 km) Hard, 7:30am for an 8am sharp start. No regrouping, no bad weather cancellation. Meet at the Lakes BP Service Station on Great Eastern Highway for registration and map/ride description. The scenic course includes Wooroloo, Avon Valley, Northam and York. The time limit is 10 hours (average 16 km/h). Note there is a \$10 fee for non-members. Organiser: TBA

### **Sunday, April 17**

#### **5,000 in 4 Achievement Ride**

55km Moderate, 8:30am for a 9am sharp start. No regrouping, no bad weather cancellation. Meet behind the SupaValu store 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). Note there is a \$10 fee for non-members. Organiser: TBA

### **Sat/Sun/Mon, April 23-25**

#### **Anzac Avon Triangle Tour**

277km. This tour is a mini camping pannier

tour for both the experienced tourers of CTA and to give members that are new to touring a taste of what you can experience with riding under "heavy load" (all of your luggage conveniently compacted into your panniers)! Please book with the tour leader no later than Friday 8<sup>th</sup> April as participant numbers need to be confirmed with the caravan parks where we will be camping. Total Cost: \$18 Camping fees for both nights (payable on 1<sup>st</sup> day of tour).

### **Saturday April 23, 100km**

Midland to York. Meet at Midland Railway Station at 8:45am for a 9am prompt start. We will cycle up the scarp via Darlington to Mundaring where we will regroup at morning tea. We will continue along the back roads through Mt Helena and Chidlow and arrive at The Lakes Service Station to have lunch and regroup. The afternoon ride is along the Great Southern Hwy all the way to York.

### **Sunday April 24, 82km**

York to Toodyay. We will aim to leave the camp site by 9am. The ride to Toodyay is flat (hopefully we will get a tail wind!) and will follow Tourist Route 254. We cycle through Northam en route and so we will stop there for lunch and regroup.

### **Monday April 25, 95km**

Toodyay to Midland. We will aim to leave the camp site by 9am. The ride from Toodyay back to Midland is quite hard with hilly undulations to start with along Julimar Road. We continue through the Chittering Valley to Bullsbrook and then back to Midland along the Great Northern Hwy.

Leader: Ann ☎ 9444 5160 (H)

### **Sunday, April 24 (if not touring)**

#### **Western Suburbs Whirl**

40-45 km Moderate (20-25 kph) mostly flat. Meet at the Burswood playground at 8.55 for a 9am departure for a cruise through East Perth, the city, Subi, Swanbourne and Peppy Grove where there will be a stop for coffee. Then its back around the river to the start point.

Leader: Jim ☎ 9349 5212 (H)

### **Sunday, May 1**

#### **Mayday in Freo**

Approx 50km, Moderate, mostly flat but expect some challenging hills, staying together. Meet at the corner of Milligan and Murray Street in Perth at 8.45am for a 9am sharp departure regardless of weather. The ride will proceed through some of the north of the river suburbs stopping for a coffee break somewhere in or around Freo before returning to the start point. Those participating will be guinea pigs for the leader's "new revolutionary symbolic mapping system".

Leader: Chris ☎ 9471 8346 (H)

### **Saturday, May 7**

#### **200km Achievement Ride**

200km, Strenuous, 6:30am for a 7am sharp start. No regrouping, no bad weather cancellation. Meet at the car park off Morrison Road, Midland (adjacent to the Midland Police Station) for registration and map/ride description. This is a challenging ride that takes in Toodyay, Dewars Pool, Bindoon and the Chittering Valley. The time limit is 13½ hours (average 15 km/h). Note there is a \$10 fee for non-members.

Organiser: TBA

### **Sunday, May 8**

#### **The All Down Hill Ride**

Not enough kms, terrifying pace, down hill terrain. Meet at Kelmscott Railway Station at 8.30am to load bikes on to the CTA trailer. All those hills you've conquered with blood, sweat and tears, you can now fly down, only having to load up again to be driven to another peak. We will have refreshments only if you are prepared to slow down long enough. Cost is \$5. 16 people maximum. Money with booking essential. CTA members only. For safety reasons, if rain is forecast, a normal ride will take place.

Leader: Kleber ☎ 9354 7877 (H)

### **Sat/Sun/Mon, June 4-6**

#### **Foundation Day Long Weekend at Highbury Tavern (Narrogin)**

Come spend a relaxing weekend at the Highbury Tavern 15km south of Narrogin. Leave Friday evening after work, or early Saturday morning, approximately 2 1/2 hours drive from Perth. We anticipate using our own vehicles, and car pooling is an option. The tavern itself is a beautiful building situated on a quiet road in the hamlet of Highbury. The tavern turns 100 years old this year. Not particularly big but very cosy and quaint with pool table close to the main bar and separate dining areas. Accommodations are separate prefabs out the back with the usual attached showers for each room. There are four rooms, (one twin and the other three are two singles in each room), so a total of eight can be accommodated. Tenting is allowable close to the tavern. Tariff is \$50 per night, per room, or \$5 per night for tents. Tenters can use the shower facilities. Continental and cooked breakfasts with evening meals are available. This time of the year everything will be lush and green. Riding should be easy with quiet back roads visiting Narrogin and other surrounding areas. Bookings will be essential with deposit. More information in the next issue.

Leader: Stan ☎ 9444 4207 (H)

## Last...But Not Least

This is written in the spirit of encouragement for those whose view ahead is often filled with shapely lycra-clad butts rapidly disappearing into the horizon and as a gentle word of advice for the owners of those butts!

Before I joined the CTA I felt quite a sense of accomplishment in my cycling achievements to date. I still remember how thrilled I was the first time I rode 50kms. However, when I began joining in with CTA rides I soon realised that 50kms was a mere drop in the ocean to most seasoned members. Stories emerged of the marathon rides of the Challenge Series, average speeds higher than my best cruising speed and cycle tourists taking on mountains with fully laden bikes. Suddenly my meagre achievements didn't seem so thrilling and I began to lose that sense of accomplishment as I compared myself to others.

I reached a crisis point after the Albany to Perth tour last year. Although the tour was an experience I will never regret, I often felt discouraged and disheartened as my efforts just didn't cut it when compared to others. I was usually last in the field and my average speeds were certainly not worth bragging out. Upon my return from the tour I was very tempted to put the bike away in the shed to gather cobwebs. I felt I would never be as fast or strong or have as much endurance as others.

So I fell into a "cycling slump". I'm sure most cyclists have been there. Every slight rise in the road felt like a mountain, every gentle breeze like a gale-force headwind, the enjoyment I once found in cycling seemed gone forever. I had lost the joy of cycling.

Why? Because I compared myself to others. Fortunately, I have come to realise what a pointless exercise this is. There is nobody quite like me (do I hear collective sighs of relief>!)...just like there is nobody quite like you. Some people have been cycling for so long I would swear that they were born on a bike! Others only dusted off their bike yesterday. Some bodies are designed for endurance... some for speed...others for pootling ("pootle" is a word created by Tony B meaning to go on one's merry way at a rather leisurely pace).

For those seasoned cyclists with cycling records and average speeds to die for...here's a little word of advice. Although I realise that regaling others with impressive stories of one's achievement

is very much part of human nature (and particularly, it would seem, the nature of cyclists), please be mindful in whose company you are telling of these feats. It is perhaps not timely for an exhausted, discouraged cycle tourist to wearily peddle into camp as the sun is setting to hear enthusiastic strains of "I averaged 47kph today and reached a top speed of 254kph"...okay, I may be exaggerating a little but you get the point. The other little tip which will help the "pootlers" is to **never** refer to them as the "slow ones" or "the weaker riders". You wouldn't believe how discouraging this is.

To those who have the ability to whiz past and flaunt their shapely butts but choose to occasionally peddle alongside the "pootlers" offering company, support and encouragement...thankyou. It is almost as difficult to slow down to a speed which is not one's natural pace as it is to ride at a pace too fast for one's comfort levels so your efforts are appreciated.

I don't for one minute regret joining the CTA as I have met some wonderful people and achieved more than I ever would have imagined with my cycling. But there have been a few ups and downs (literally and figuratively speaking). Fortunately, after some time away I am finally coming to the realisation that I don't have to prove my cycling abilities to anybody and am regaining a sense of achievement in what I have accomplished and, better still, I am rediscovering the joy I once found in cycling.

So, to those of you who always seem to be struggling at the rear of the pack, let me save you some time and grief. Take heart, fellow pootlers, just the fact that you are out there on your bike is fantastic. Enjoy it! Stop comparing yourself to others and take heart in your own achievements! Whatever level you are at...you are doing great!  
~Rosie

## BOOK REVIEW: "Bicycling Science" 3rd Edition.D.G Wilson. MIT Press 2004.

The new edition of the bible of bicycle science is well worth a glance. It documents the background physiology, physics and engineering of cycling well, with many graphs showing in detail some of the things that experienced cyclists know.

For instance, at 36 km/hr, the power needed to overcome aerodynamic drag for a rider on an upright commuting bike(345 W) is twice that for a racing bike with a crouched rider in tight clothing (174 W). Faired recumbent bikes are even better.

Rolling resistance from tyres is the second-most important factor, but this is hard to measure in real on-road situations. Resistance from bearings is an insignificant contributor to overall drag by comparison.

There are also rebuttals of a few common myths:

"Human observers are notoriously suggestible. When told a given bicycle is special for some reason, they easily convince themselves that it is". "In limited experience of blind testing, riders could not demonstrate anywhere near the powers of discrimination amongst the alternatives they claim to possess. (Eg tyre pressure +/- 1 bar, bicycle mass +/- 2 kg). We speculate that many 'performance' sensations are imagined."

"The value of weight reduction seems to be overstated. Even on the steepest mountain roads, adding 1kg of mass to the bicycle (say a 1-2% increase in the bike + rider mass) will make only a slight difference to the climbing time; say 30 seconds or so out of a 1 hour-long climb". "And the expected speed difference on the level is just about unmeasurable".

Lots of interesting snippets. For example, the speed records for one minute (km/h):

|                                    |     |
|------------------------------------|-----|
| Fully faired human powered vehicle | 126 |
| UCI track bike                     | 65  |
| speed skating                      | 54  |
| running                            | 32  |
| swimming                           | 7   |

\$44 posted from Astam books; good value for those interested in the science of cycling, as far as it is known today.

~Bruce Robinson



**CANNING BRIDGE CYCLES**

886 Canning Hwy  
(cnr Sleat Rd)

APPLECROSS  
500m from Canning Bridge

9364 1733  
10% Discount for CTA Members

Open 7 Days incl. Holidays

Albert Einstein

Photo's of Tim Guy's 69 day Ride from Perth to Merimbula, NSW



**Photos:**

(Left to right, Top to bottom):

- ◆ Lake King,
- ◆ Start 90 mile,
- ◆ WA/SA Border,
- ◆ Campsite on the Nullarbor (check out the cliffs in the distance!)
- ◆ VIC/SA Border
- ◆ VIC/NSW Border
- ◆ Merimbula

**COOL STATISTICS**

|                        |            |
|------------------------|------------|
| Total Distance ridden  | 5712.45 km |
| Total ride days        | 56         |
| Days over 150 km       | 5          |
| Days over 100 km       | 27         |
| Avg kms per riding day | 100.65 km  |
| Number of rest days    | 13         |
| Average speed          | 16.9km/h   |

|                                |                        |
|--------------------------------|------------------------|
| Longest riding day (distance)  | 165.75 km              |
| Shortest riding day (distance) | 40.55 km               |
| Total time spent riding        | 13 days 20 hrs 20 mins |
|                                | 28 secs                |
| Avg time per riding day        | 5 hrs, 56 mins, 5 sec  |
| Longest riding day (time)      | Day 66, 10 hrs 35 mins |
| 2nd longest day (time)         | Day 18, 10 hrs 33 mins |
| Shortest riding day (time)     | Day 39, 2 hrs 10 mins  |
|                                | 44 sec                 |
| Maximum speed                  | 72/kmh                 |
| Punctures                      | 11                     |

# 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 non-competitive in nature. A member can only nominate for one award per year.

## 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                                 | 13.5 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 (100 miles)                   | 10 hrs   |
| 200km                                 | 13.5 hrs |
| 10,000 in 8 (10,000 feet of hills in) | 8 hrs    |

## Merit Series

To receive a 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 Terry Bailey). After completing the brevet, it must be returned to the Achievement Rides Administrator to record the ride and ensure that it is officially notarized 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 notarized by the CTA Committee two weeks before the AGM. If you require further details, please contact Terry ☎ 9472 9887 (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 organizer at least one week BEFORE the ride.

Forms are available from Audax (contact ride organizer). 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 organizer
3. Sign the form and send the form and correct money to the ride organizer (make cheques payable to Audax Australia) at least one week before the ride.
4. Maps and route notes can be collected from the ride organizer 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 Terry ☎ 9472 9887 (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).

## CYCLERAMA

1235 Albany Hwy  
CANNINGTON  
Newly Renovated Store

15% Discount for  
CTA Members

**9458 8302**

## NEXT ISSUE:

RPM Cycling Classes

Action Outdoors Association

Ask Dr. Anne (only if you ask!)

Tim & Janet's NZ Trip

Easter in The Trees

Bike Week Recap

## Bikewest



*cycle instead*



Department for Planning and Infrastructure  
Government of Western Australia

[www.dpi.wa.gov.au/cycling](http://www.dpi.wa.gov.au/cycling)

**Radio & TV:** Keep up with the latest breaking cycle related news, whether your interest is in MTB's, Touring, Time Trails, Road Racing, or gizmos and gear. Let the experts keep you up to date on what is happening in WA and the world.

**Curtin Radio 100.1FM**  
Saturdays 7:45—8:00am

**SBS (TV)**  
Sundays 11:30am—12:00pm

## CYCLING TRIVIA

Last issue we asked "What is it, and what was it used for?". Several of you guessed correctly, but only Mike Holland actually **emailed** a correct answer. Yes Mike, "they give you two different gears by flipping the wheel over"—Congratulations!



The full, correct answer, is that the picture is of a **reversible, or "flip flop" wheel.**

In the days before derailleurs and modern gears, the only way to have different gears on a bike was to have a wheel with different sized cogs on each side—one for up hill and one for down hill. Changing gears involved stopping, taking the back wheel off and turning it around. On bikes where the front and rear wheels were interchangeable, four different gear combinations were possible. This method of changing gears was used in the Tour de France up until the mid 1930s. Although derailleur gearing systems had been invented 20 years earlier, they were banned from competition because they made it "too easy"!

### Next question:

Who invented the quick release and what incident prompted the invention?

Send your answers to the editor via [info@ctawa.asn.au](mailto:info@ctawa.asn.au) Any new questions will also be considered for publication. ~Colin

## REPORTING CYCLING HAZARDS

All riders are encouraged to make a note of hazards observed during their rides (especially on new roads or paths), and to submit a hazard report to Bikewest. The aim is to get these fixed, and more importantly, to stop new hazards being installed. Reports can be submitted via

1. Email, to [cycling@dpi.wa.gov.au](mailto:cycling@dpi.wa.gov.au), with 'HAZARD REPORT' in the subject line, and a good description of the location and the hazard. Please copy the BTA at [BTA\\_WA@hotmail.com](mailto:BTA_WA@hotmail.com).
2. Electronic Hazard Report Form found on the bikewest website at [www.dpi.wa.gov.au/cycling/hazard.html](http://www.dpi.wa.gov.au/cycling/hazard.html).
3. Postcard. Free postcards provided by Bikewest are available from the editor.

## HOUSEKEEPING

### Contact a Committee member if:

1. Your contact information changes (so we can keep our data base up to date.)
2. You wish to hire equipment. We have Rear Panniers, a small Rack Bag and a Trangia. Cost is \$5 per 2 weeks, \$10 per month plus a bond, and it's a great way to sample cycle touring without investing in all the gear.
3. You wish to contribute to, or borrow from, our library of cycling related books and magazines. Items may be borrowed for 4 weeks, and the library is available for viewing during social evenings.

## CTA CLOTHING

The CTA has its own, highly visible clothing, available for sale.

Short sleeved Coolmax tops are \$85 each, and available in yellow with red stripes (XS-XL) or turquoise and green (XL -XXL only).

Black lycra knicks with a coloured side panel are \$80 each, and available in yellow with red strips (XS-XXL).

Please contact Deb on ☎9418 1571 (H) if you'd like to try them on. Cheques should be made payable to "CTA Clothing".



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

