

# THE CHAIN LETTER

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

July / August 2005

Issue 183

## PRESIDENT'S REPORT

Hi to you all from France. Yesterday Connie and I travelled to Italy to see a stage of the Giro d'Italia. The route to get there looked quite straight-forward on the map--just 3 roads to go on. I won't bore you with the details, but it's not that easy. 2 hours driving, a 20 minute walk, 20 minutes on a chairlift, and a short walk, and we were there! 1900m above sea level looking out at snow capped mountains over the switch backed course, where I could see 9 sections of road crossing back and forth, 10x what the Gooseberry Hill Zig Zag is. We were 900m from the finish of the 194km stage, which ran from Varazze-Limone Piemonte to Colle di Tenda (elevation 1950m). The locals turned out in the thousands. The local guys would ride up to the finish, then roll down to their chosen vantage point. I say guys because there were not a lot of woman doing this (1/30). This went on for about 4.5 hours until around 5pm. I could hear the helicopters hovering in the valley below. Then the police motorcycles with sirens sounding came past, then sponsors' cars and organisers. The crowd lifts to see a lone cyclist surrounded by motorbikes and camera men riding up the valley, his team car loaded with bikes behind. **Ivan Basso** lead them up the mountain. Over a minute behind him was the next rider, also surrounded by camera men on motorbikes. A short distance back from him was a couple of riders trying to get an advantage. I even saw a rider tucked in behind a team car, slip-streaming. 5 minutes behind the leader came 6 or 7riders, and then the remains of the peloton. Before this group passed my point, the non-placed riders were coming back down. I guess they didn't want to miss out on the down hill!!! 15 minutes after the leaders there were still riders struggling up the slope. No sign of the Australian riders, Robbie McEwen, Baden Cooke, Mark Renshaw, Henk Vogels and others. You had to know your

teams & riders, and a number would help. It was all over too quickly. We then had to get down via the chairlift--after a 40 minute queue I was on the way down. We drove back via a 2-3 km tunnel through the mountain, and a road with over 50 hair-pin bends. It was quite an adventure, but that's another story. We're having a great time. Every day is a new sight or experience. I think we still have some way to go in Australia before we catch up to the cycling fan fair of these European countries. In the mean time, enjoy your cycling and I hope it's not too cold and wet for you. Bye for now, and see you on your bikes when we are back.

*Noel Eddington*

## WINNERS CIRCLE

Congratulations to the riders below for completing the following CTA Achievement Rides:

### Century, April 16th

Brad & Lisa Cleary  
Mark Elliott  
Ann Wilson

### 5000 in 4, April 17th

Kleber Claux  
John Faris  
Ben Jones  
Richard Marshall  
Beverley Morrissey  
Chris O'Brien  
Deb Palacios  
Colin Pearce  
Colin Prior  
Bruce Robinson  
Michael Veltman  
Liz Wheib  
Ann Wilson

### 200 km, May 7th

3 non CTA members rode  
(no other details, sorry)

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**NEW MEMBERS**

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

- Sarah O'Halloran
- Brian & Lee Armstrong
- Louise Yeaman
- Rod Marston
- Nicole Howard
- Peter Rowe
- Glen Fruin
- Pamela & Gerald Whitham
- Kerry & Michael Jones
- Anne Esbenshade
- Paul Baxter

**CYCLING TRIVIA**

In the last issue we asked "Why is rat poison a banned substance for competitive cyclists?"

Both **John Faris** and **Jamie Moir** answered (in varying degrees of detail) that rat poison is Warfarin, and acts as an anti-coagulant or blood-thinner, however neither one of them really answered the question of "why".

John went into great detail on the tests required to detect it, and concluded that based on his research on numerous internet sites (World Anti-Doping Agency, International Olympic Committee, Union Cycliste Internationale, Cycling Australia), he doesn't believe rat poison **is** actually banned from competitive cycling.

Perhaps the fault is partially mine—I should have asked why **was** rat poison a banned substance for competitive cyclists?"

The answer I was looking for, goes something like this:

As in any sport, competitors are constantly seeking "the edge"—that something different that will put their performance above the rest. In the early 1980's the drug EPO was developed to combat anaemia. EPO worked by increasing the red blood cell count and as a result, thickening the blood. Cyclists found that by taking EPO, they could increase the oxygen-carrying capacity of their blood, thereby improving performance. An unfortunate side-effect, however, was that the blood became too thick, and began causing heart attacks & strokes in fit, young cyclists.

The anti-coagulants (or blood thinners) that would combat this situation were (and still are) banned substances. Rat poison, when taken in small quantities,

acted as an anti coagulant—one of the few not explicitly banned in the sport.

**Next Question:**

What non-cycling-related piece of sporting equipment, inspired the design currently used for bicycle rear hubs. And who first manufactured the new design?

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

**MOUNTAIN BIKE VS ROAD BIKE**

Last issue's article on the Action Outdoors Association generated some controversy within the club on whether we should promote someone **else's** rides. The outcome of the (good-natured) debate was that the CTA welcomes **all** kinds of bikes, and all kinds of riders. If you are an avid off-road cyclist, and the club isn't offering off-road rides, then most likely you're going to find other outlets on your own. However, why don't you consider leading some off-road rides for us? On the flip side, if we hear of some good ones we'll definitely pass them on via the newsletter.

Please, let's see more members stepping forward as Ride Volunteers, to lead the kinds of rides they want to do. If that means an off-road ride, then great!

~Deb

**VOLUNTEERS NEEDED**

Sunday morning Ride Leaders wanted for these dates, volunteers most welcome:

Oct 2, 9, 16, 23, 30

Nov 13, 20, 27

Contact: Grant ☎ 9339 4248 (H)

Also recorders and support wanted for various achievement rides, that is someone who can record departures and completions and also provide support in form of extra water and possibly rescue. Expenses reimbursed.

Contact: Tom Hallam ☎ 9444 4107(H)

**DEADLINES:** Contributions for the next issue (September/October) should be to the Editor no later than Thursday 18 August.

**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.

## ANZAC AVON TRIANGLE TOUR 23-25 April 2005

The Anzac Day long weekend in April was looking good; a full pannier tour through the beautiful Avon Valley, in the company of a small group of six adventurers. With a perfect weather forecast in place, we all met at a very civilised hour at Midland railway station with our loaded up bikes (some more so than others [super athlete that he is, I was sure that John Bell would need more than a sandwich in his single pannier]), and an air of excitement at getting on the road. For me, this was my long-awaited first unsupported full-pannier trip, so I was super keen.

We started our trip by heading through the back streets of Midland to Darlington and onto the bike



trail (watch out for the honky nuts). Morning tea was at Mundaring, where we enjoyed scones and cups of tea at 'A Patch of the Country' coffee shop. Straight across Great Eastern Highway we found more quiet roads to deliver us to our mid-way lunch stop at The Lakes service station, after which we headed off along the main road to York at our own paces. Afternoon tea was heralded by a lycra-clad chap by the road with his Trek and a Trangia ready to go. Thanks to Tom's hospitality we enjoyed a perfectly timed break (nice to get off that bike seat) amongst beautiful wandoo trees. A perfect moment to put forward theories and opinions on Shapelle Corby.

Late afternoon found us all joining our leader at camp (how did Ann get there so soon?). York camping ground provided a comfy overnigher. While half our group headed into town for dinner, the remainder enjoyed a relaxed barbecue. I enjoyed getting to know more about some of my fellow cyclists, and Ann and Kleber had lots of stories to impart. It was a great way to end a great day. A good night's

sleep was had with dreams of heavy freight trains crashing past, past, past, ...

An easy start to day two as we took quiet back roads en-route to Toodyay. (Fortunately I was around to supervise pre-departure bike repairs as Kleber expertly attended to a soon-to-collapse pannier rack [which silly duffer at the bike shop didn't secure that screw?]). Some very peaceful sur-

rounds and gentle hills lead the way to Northam. A long lunch was enjoyed at the pub where we were very well looked after by the full-of-character chef ("the boss has just gone out for a minute").

It was nice to arrive at Toodyay at last. We were met by Leonie (Tom's wife) who had driven up to meet Tom, and arrived bearing a wicked but magnificent chocolate pavlova to replace all the day's calories (at least). (Thanks go to John Wood and Maria for a quick purchase of plastic teaspoons and paper plates that made decent a pavement finger feeding frenzy.) Delicious! Thanks Leonie, you are a super-star.

An hilarious campsite evening ensued with inconsequential chatter, after which we retired to another night of heavy freight train, train, train dreaming (and a barking dog too).

Oh dear! Our illustrious leader emerged a little worse for wear on day three (a la chateau cardboard). No matter, time to burn off those sucrose

calories as we made the long trip home. A quick look at the route notes indicated "some undulations" (always a suspicious offering), and indeed the back roads provided plenty as we headed toward Bullsbrook along the beautiful Chittering Road. We all met up for a well-earned lunch stop at Chittering (how did Ann manage to be so far ahead with all those hills and a weaker than the norm constitution?).

From there we soon left our quiet picturesque valleys to hit Great Northern Highway. With most of us continuing with fairly regular small breaks, we eventually dispersed in our separate suburban directions. I think mine was an average distance that day at 115km. Strangely, my energy levels picked up as I made my way through the suburbs, and I could have continued forever in the cool of that Anzac day dusk, feeling totally independent and self-sufficient with my borrowed panniers. As I had suspected, cycle touring was great! (I wonder what time Ann got home?)

So, our Avon Valley tour was a definite success; we all agreed on that. In fact, I really enjoyed the whole experience immensely, and have since thought to myself that people pay hundreds to do trips like that. Aren't we lucky to be part of a group that facilitates this just as a matter of course?

Thank you Ann for organising us so well and for making the trip happen (now I know why they call you the 'pocket rocket'). Thank you all for your company and contribution to a memorable trip.  
~Louise Yeaman

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# THE DECADENT DESCENTS-MOTHER'S DAY 2005

The ride was billed as "all down hill" and "terrifying pace". Yes that's right. We were going to get a lift in a bus to the top of nine of the best downhills in Perth and then "ride" down them. That was sure to bring out all the speed demons and those that don't like going up hills. So what was the top speed and who got it?...I'll come back to that later.

Eight riders had answered the call and booked a place on the bus. But there was one late cancellation from Colin who had a date with a hundred or so sailors under the sea. Could it be that we had to cancel the most anticipated ride event of the year due to insufficient numbers? Then in comes Devo to save the day "Kleber, can I come on that ride?"

So with the ride now confirmed, we head down to Kelmscott with the CTA trailer in tow and await the arrival of the other riders that had forsaken their mothers for the chance to experience cycling heaven...all day with nothing but downhills.

The pit crew worked hard loading the bikes, a bit slow at first, but at the top of the first hill the bikes came off fast.

## Hill 1

Kleber drives off and down the hill, then we eagerly follow. There was a bit of a side wind buffeting the bike on the way down and the unknown curves made some a little cautious. But in no time at all we reached the bottom, catching Kleber still searching for somewhere to park. Woo-hoo! We frantically look around..."What speed did you get?" The calls came out..."73 km/h", "76 km/h", "...79 km/h", then Ann, smiling from ear-to-ear and jumping around says, "I got 81 km/h! My P.B.!"

Now I know what you're thinking. "Breakneck speeds on bicycles down winding roads, what happens if someone comes off?" Well, we came prepared with a fully equipped first aid kit and a highly trained medical team... well a few of us have watched ER at least.

After the highs of the first descent, it was time to reload the bikes onto the trailer. The pit crew worked a little quicker this time, but it still took longer than the ride down the hill! Then again we ascended to the higher altitudes in our trusty bus, which we discovered was practically brand new with less than 200km on the clock. Of course, that was before it got the work-out from hell having to haul a trailer with eight bikes up every hill in sight.

## Hill 2

Then off with the bikes again and this time we decide to give Kleber about a 3 minute

head start so that we don't pass him on the way down. The call came out, "Let's go!" Some frantic pedalling then we tuck down to obtain maximum speed. About half way down the curves start to get a little tight so I wash off some speed as I realise the curves were probably not suitable for the speed I was doing (I won't mention what the speed limit sign said!). After a few more curves and a slightly more cautious approach, we reach the bus at the bottom. We look at the speedos and call out the top speeds..."69, 72, 73." But Ann trumped them again with a top speed of 75 km/h.

The bike loading commenced once again with the pit crew looking more like they knew what they were doing, eager to get to another hill for a crack at Ann's record.

## Hill 3

At the top of Brookton Highway we readied our bikes knowing this time there would be no tight corners to give us an excuse. We were off...Weeeeeeeeeeeeeeeeeee!! The hill started out well enough then about half way down it flattened out forcing me to sit up and start pedalling, frantically trying to maintain a decent speed for when it steepens up again. Then Noel goes past me still pedalling easily with his huge 53 tooth chain ring. Then Ann rolls past keeping low as her petite frame barely creates a ripple as she cuts through the air. The I look ahead..."What! That's a hill - up hill!" So we all start to pedal hard trying to maintain our average speeds above 50 km/h for the day.

Finally, after a lot of pedalling, we reach the bus and trailer waiting at the bottom. We look at the speedos and call out the top speeds..."65, 68, 71." But again it was Ann with the top speed of 73 km/h. Noel lodged a protest with the stewards. "She can't have gone faster than me, I followed her down the whole way then passed her." It was agreed that the government Weights and Measures Department would need to be called in to settle this dispute and test the accuracy of Ann's speedo.

The pit crew swung into action loading the bikes, looking more like a machine now, only not a very well oiled one. Then off again, this time driving up Patter-son Road. We look up as the call from the back of the bus comes out, "Lift up the sun visor. We

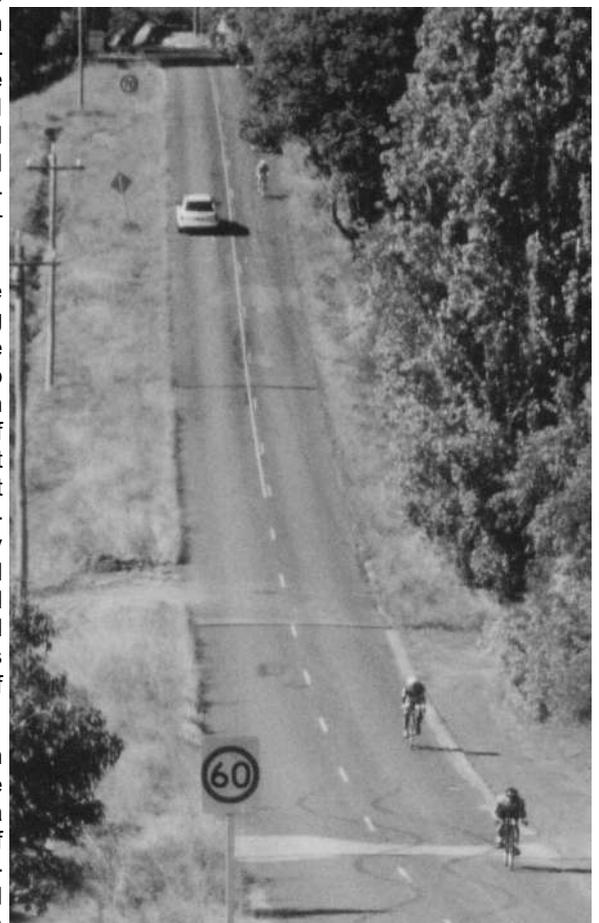
can't see the road, it goes above the wind-screen!" We look out the side and point out "Simon's Corner", give a minute's silence (well at least 2 or 3 seconds) as we ponder the spot where a good bike lost its paint job on the road, and then wisely decide not to ride down that hill.

## Hill 4

We eventually arrive at the top of Bedforddale Hill, knowing this time that the speed record would not be in jeopardy, but there was no fear of tight curves or a rough surface. After making sure that we waited long enough for Kleber (now there's something I never thought I would say on a bike ride, "wait for Kleber"), we headed off.

Devo went past me pedalling continuously so I frantically pedalled to get into his slipstream with my legs going at about 400 rpm. Realising I had a significant gear disadvantage with only a 42 tooth front chain ring, I desperately stuck in his slipstream all the way to the bottom.

Again the call goes out, "What did you get?" Various 60's and low 70's, nothing spectacular. But the average speed looked pretty good with 57 km/h for the 5 km decent. The bikes were loaded again



Terry Bailey in front, Devo just behind.

but this time the pit crew seemed strangely distracted as two giant haul packs started their long and very slow journey up the hill. Then off towards Churchmans Brook for the next descent. As we neared the top our fearless (but note, not riding down the hills at great speed) leader advised us that we had an appointment to keep at a Kalamunda patisserie, so we agreed to forego the next speed attempt. As we drove down the narrow, rough and very winding road we all decided it was a very sensible decision. Besides, food always comes first for true cyclists.



Ann Wilson & Tony Humphreys in front

We eventually found the little patisserie, aptly named the "Paris-Brest". As we drank our coffees and ate our gourmet pastries, we thought about our fellow cyclists on the Tour de France, knowing that on this day at least we would have an average speed that would rival theirs.

**Hill 5**

We left Kalamunda and were soon unloading the bikes again at the top of the next hill. We headed off but soon realised that this hill would not see any new records with a bit of a head wind and a couple of tight curves keeping the speeds sedate.

Disappointed, Kleber soon spurred us on with the news that he had once reached 80 km/h on the next hill. The gauntlet had been thrown down. The pit crew now resembled that of a Formula 1 race team able to change the tyres and perform a major service in under 8 seconds.

**Hill 6**

We drove on and up reaching the top of hill 6. With the now mandatory 3 minute wait over we were off, eager to break Kleber's record. But alas, try as we might, we were not up to his challenge with speeds only reaching the mid 70's. So despite the lure of homemade icecream and the threat of a swarm of bees, we loaded the bikes again and headed off to the next hill.

**Hill 7**

The bikes were offloaded and we farewelled Kleber once again. Then we were off, descending at great speed on this

wonderfully smooth asphalt surface with gentle curves. We reached the bottom and declared speeds in the mid to high 70's, but alas we were still not able to better the very first hill of the day. (Noel had 80 km/h but was later disqualified for slipstreaming a car.) Could Ann's first ride of 81 km/h have given us the fastest ride of the day? I'll come back to that later.

**Hill 8**

We drove up hill 8 with hills local Mark and ex-local Noel warning us of some tight curves on this hill and in particular the 40 km/h S-bend halfway down. Reaching the top and with little prospect of any records being broken, we waited patiently for Kleber to descend.

This time I was the tail-end-charlie as I watched everyone take off down the hill. Then it was my turn... wheeeeeeeeeeeeeeeeeee! In less than a minute I could see the dreaded S-bend looming up so I sat up and braked. After rounding the bends I pedalled fiercely to try and regain my initial speed and tucked down again.

As I approached the waiting bus I could see Ann skipping around as everyone was eagerly checking their speedos. I realised that this time we must have surpassed the record of the first hill of the day. Several people had broken 80 km/h as Ann proudly declared her 85 km/h – a new record! Could it be that Ann has taken the record again? I then showed my speedo to Ann. "87.5 km/h!" she gasped. After the record breaking run, we loaded up the bikes and headed for the final hill of the day.

**Hill 9**

At the (almost) top of Welshpool Road we eagerly waited to see what new records would be set. Some thought they would get a bit more of a run-up and rode a few hundred metres further up the hill. Then it was time for the final descent. Pedals and legs turned at a great rate of knots as we tried to gain as much speed as possible on this final attempt. As we descended at speeds above 70 km/h it soon became apparent that the wind would not be favourable and upon reaching the bottom we resigned ourselves to the new speed record on the previous hill.

And my prize for getting the highest speed of the day? I had to write this article!

So some quick facts in summary:

No. of Downhills:	9
Total Distance:	41 km
Average Speed:	49 km/h
Maximum Speed:	87.5 km/h

Thank you Kleber (and everyone else) for a very enjoyable ride. ~Terry

**Same ride, 2nd author:  
Drag Racing — Downhill**

Many years ago, when I was a club newbie, I seem to remember a downhill ride after sundown, advertised in the club's newsletter back in the days our President was Editor. Lights and reflective vests were highly recommended by Mark Nilan. Gosh that sounds interesting, I wonder if I should have a go? I didn't, as I was inexperienced in 'danger riding' at the time, but I did have a go on Sunday May 8th. Kleber had been advertising the event for weeks, and I was experienced enough so I put my name down for that one.

The big day arrived and it was bonza weather, waiting outside Kelmscott station while Robert Gailarducci cycled off to the nearest Big Mac. Kleber driving the CTA trailer towing the Vice (Terry) President's bike, Treasurer Ann Wilson drives in, President Noel and Secretary Connie drive in, Mark 'Corby' somehow manages to meet us and even Tony Humphreys drives all the way from Dardanup for this ride—it must be a good show. Ready to ride, Tony? What's that hanging out from your front tyre? "Oh bugger, looks like I won't be able to ride". Never fear, Tony, you can buy my new spare tyre!

We all pay the fee for this ride and get in the van for our first downhill—*East Mills Road*. Before letting us loose, Kleber gave us a 'special' downhill briefing; bugger—something fell out of my backpack side pocket.

All downhills were exhilarating and much shorter than climbing them—it takes forever! Seven hills we zoomed down, my legs were tiring. Why Devo? You're not supposed to pedal. I had stiff competition from Ann and Terry. I think I had a coupla wins and Tony won the *Les-murdie Hill*.

I know that Kleber would have loved to get on his bike for this ride as he is the most deserving after years and years of sweat and toil, although you did a very good job as driver/loader/safety officer.

It was a brilliant ride and a 'hoot' of a day for it; try something different—it'll put springs in your pedals. All riders survived, and intermission break under the Eiffel Tower (café) at Kalamunda, ahhh tres bien. Final note from Ann: "Isn't this the 10,000 in 8, fast forwarded?"

Good job, Kleber. ~Devo

# Labour Day Long Weekend

The beginning of March – isn't it supposed to be hot and sunny at this time of year? You would hope so, but Saturday morning seemed more like winter, with grey threatening skies and cold enough to have to put on a jacket. Tony and I took the train from Perth to Armadale to meet the other participants for the start of the ride. En route we passed through some light showers and I was thinking this is what we were going to have all the way to Mandurah. Luckily the showers did ease when we arrived at Armadale.

Lisa and Brad were all ready and waiting at Armadale, having ridden about 45km from Beechboro to get to the start – well done guys! With everyone assembled and ready to go, we followed the back roads to Mundijong for our morning tea stop at Dot's Tea Rooms. Luckily the rain held off, but it was extremely chilly. Lance and Patricia met up with us for morning tea, having made their own way to Mundijong. Dot's supplied us with delicious pastries and cakes etc., and a special sandwich for our Devo, who seemed to be quite acquainted with the owners. You must be famous Devo.

All replenished and the blue sky starting to break through, we headed west to the freeway PSP. Janet and Teresa, both recently back from cycle touring in New Zealand, were setting a cracking pace and I, for one, (alias 'Pocket Rocket') was struggling to keep up – there was not enough rocket to catch those girls! We re-grouped at the freeway and headed south along the PSP to the end, and then along the back roads through Baldvis where we stopped for a lunch break on the side of the road. We suddenly realised that we had lost two of the group – Noel and Grant. However, they showed up later and informed us that they had had lunch at the 'Fast Food' outlet at the end of the freeway. Noel was in need of a Fast Food Fix! (Whoops, Connie you weren't supposed to read that last sentence).

We arrived in Mandurah late afternoon and settled into the campsite. After a refreshing shower we were given a fashion show by Mark and Teresa, of all the new trendy out-door gear they

had purchased in New Zealand, and plenty of tales of their trip to go with it. BBQ steak was the order for dinner, and good conversation with fellow tourers. Now not everyone was so lucky as to have nice clean clothes to change into, and food for dinner. Doug and Steina thought they had done the right thing by giving all their gear to Doug's son to drop off at the campsite for them, alleviating the need to carry any gear on their bikes. Due to a mix up / misunderstanding, Doug's son had driven off to Narrogin with their gear et al. Eventually it did all arrive – at 11pm that night! So the moral of the story – never rely on your rellies!

Sunday was a relaxing 'Do-Your-Own-Thing' day which is exactly what we did – nothing! Grant, Lisa and Brad had to get back to Perth, so after saying goodbye we strolled into town for a late breakfast at one of the trendy cafes on the board walk. An hour or so later it was time to buy the paper and find a nice shady tree to sit under and relax. By now the weather was back to the nice hot condition you would expect in March. There is a lot of development going on in Mandurah and as Patricia's work is involved in some of it, Patricia and Lance were interested to see what was going on. They managed to checkout some new chalets in the development area – very affordable, and some contain a spa for two – very cosy! (Watch out for the Xmas in July weekend as two of these chalets have been booked for our accommodation – don't miss out!). Tony and I walked back along the beach and met up with Teresa, Mark and Devo who were just about to go for a swim, so Tony and I joined them. Watch out for the sharks Devo! Connie drove down from Perth to join us late afternoon and stayed for dinner in the evening. She had brought down some hearty soup and yummy corn bread. Dinner started off in style with Tony, my BBQ chef, nearly setting the campsite on fire! The BBQ he was using all seemed okay at first, and then all of a sudden flames were pouring out left, right and centre. Watch out everyone! Obviously the BBQ hadn't been cleaned for some while. With that excitement over it was time to settle down to some serious conversation

for the evening, and so each couple gathered around the table described how they had met and fallen in love at first sight!

Monday morning I was awoken with 'Birthday Chorus' outside my tent! Yes it happened to be my birthday – 21 again?! All packed up and ready to go it was time for brekkie, and since it was my "special" day I treated myself to a cooked breakfast at a local café with Tony, Lance and Patricia. The ride back to Perth turned out to be quite hard as it was very hot, with head winds. We followed the coast north along the DUP, back roads as far as Singleton, and then had a short distance along the highway before turning off to Warnboro. By now we were all feeling the effects of the heat and wind, so we had a break under some trees and stocked up with jelly snakes to regain some energy. We stopped again at a deli in Warnboro and raided the freezer of ice lollies, consuming them in the air-conditioned entrance of the video store next door. Poor Tony looked like he was going to stay there all day. After the icy cool-down we headed on to Rockingham and found a shady spot underneath the trees on the lawn for our lunch stop. I was still in need of cooling down further and so ventured along the eateries to buy a 'Granita' (icy fruit drink). Ah that's better! Noel was also in need of cooling down so he went for a dip in the ocean before we set off on the last leg home to Fremantle. Luck was now on our side. The wind had moved around and the sea breeze had started to kick in, so we were blessed with a tail wind to carry us home. Janet seemed to have a fire to put out, as she departed lunch at great speed--with the rest of us trying to keep up with much difficulty. (I thought the instruction to Mike was to put some bricks in her panniers to slow the girl down – it obviously wasn't done or didn't work!)

Fremantle was our last stop and we all decided to catch the train home to our various destinations – we were all very tired! I would like to thank everyone that came and made the weekend great fun. A tremendous time was had by all – even Doug and Steina I hope!

*~Ann (Trip Leader)*

## Lift out Rides Calendar Page for July to August 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

### Sunday July 3

#### Cruisin' Along North of the Swan

45-50km, Moderate. 8:45am for a 9am sharp start. A winter sojourn around the northern burbs (avoiding coastal beaches). Meet at the disabled riding school, Little Carine Swamp, off Monyash Rd Carine. Parking available, and the Warwick Railway station is nearby. There will be a cafeine blast around the half way mark. No need to dress up but pack your wet gear just in case the weather gods are not kind. Hope to see you there.

Leader: Steina ☎ 9249 9921 (H)

### Sunday July 10

#### 5,000 in 4 Achievement Ride Take 2

55km, Moderately Hard, 8:30am for a 9:00am sharp start. 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). Participants MUST BOOK at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Tom ☎ 9444 4107 (H)

### Wednesday July 13

#### Social Evening

Loftus St Centre at 7:30 pm. If you were on the ride to York with me (Deb), you would have seen first hand the improvement that Studio cycling classes have had on my road-riding abilities. Come hear a short presentation on Les Mills RPM® (Raw Power in Motion). Hear the music, watch the video...and ask as many questions as you like.

Organiser: Deb ☎ 9418 1571 (H)

### Sunday July 17

#### Seven Sicker Hills South of the City

70km, varied terrain, Brisk. Meet at the

kiosk in King's Park at 8:15am for an 8:30am start for a ride which includes some of the city's most stimulating climbs. Bring some sustenance to eat on the bike, as we aim to ride through uninterrupted. Intending riders are advised to have skinny tyres & cleated shoes/pedals, though shaved legs are optional!

Leader: Andrew ☎ 9313 6803 (H)

### Sunday July 24th

#### 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 40 mins (avg 15km/h). Participants MUST BOOK at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Tom ☎ 9444 4107 (H)

### Sat/Sun, July 30-31st

#### Christmas In July

180km, Moderate. Meet at the Raffles hotel site at 8:00am. We will ride to Mandurah along the freeway, and return to Fremantle the next day. The distance is 90km each way.

We will stay at the Ocean Marina Chalets which are stylish, modern accommodations overlooking the Mandurah Ocean Marina. The chalets are fully equipped with all cooking equipment, microwave, burner and full-size fridge. Doonas are provided. You will need to bring sheets or a sleeping bag, and towel. Sheets, pillowcases and towels are available to hire. We have currently booked 2 of the 5-person family chalets, to sleep a total of 10 people. The cost is \$25/person/night, but you must let us know in advance if you plan to attend.

If you want to splurge, you can book privately (9535 8173) for a two person spa chalet (\$80 per night) or a two person studio chalet (\$75). We can have dinner at one of the restaurants along the marina.

Leader: Noel & Connie (out of town until after June 25) ☎ 9355 2745 (H)

### Sunday July 31st

#### End of July Quickly Cobbled Together Ride

40-50km, Moderate. Meet at the DalGLISH Railway Stn at 8:45 am for a 9am start. Those participating can expect to go via City Beach, up the beachside cycleway to Hepburn Ave, across to the Freeway, then back down the Freeway cycleway to the start point. The big decision will be the location of the coffee stop.

Leader: Someone who knows the proposed route intimately. Contact Grant to register your interest ☎ 9339 4248 (H)

### Saturday August 6

#### Century Achievement Ride

100 miles, Moderate. 7:30am for an 8:00am sharp start. 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 40mins (average 15km/h). Note there is a \$10 fee for non-members.

Organiser: Tom ☎ 9444 4107 (H)

### Sunday August 7

#### Kalamunda Road/Trail Combination

40 km, Moderate, but slower on the trail sections. Meet at the Midland Rail Station at 8:45 for a 9am departure. The ride will go through Gooseberry Hill, up the Zigzag to Kalamunda townsite, on to part of the Munda Biddi trail area and then return to Midland. Coffee somewhere near Kalamunda.

Leader: Chris O'Brien ☎ 9471 8346(H)

**Sunday August 14  
City 2 Surf**

35km, Leisurely. Relatively flat terrain but there are some short/sharp and consistent climbs. There will be stops for re-grouping. Meet at the Campsie St car park of Charles Veryard Reserve in North Perth at 8:15am for an 8:30am sharp start. We will follow the railway shared path down to Swanbourne Beach before heading north along the coastal shared path. Just prior to Scarborough Beach we will head inland following the NW9 route of the PBN (Perth Bicycle Network). There's a long climb up to Doubleview and then a nice down hill to Woodlands. We will then follow the shared paths around Herdsman Lake and Lake Monger back to the start of the ride for refreshments. Come along to kick start your training for the OYB tour in October!

Leader: Karen ☎ 9228 3838 (H)

**Saturday August 20  
10000 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 club's hilliest ride, requiring you to climb up and down 10,000 feet within 8 hours. Required for both the Super Achiever and Challenge Series. Participants MUST BOOK at least one week prior to the ride and there is a \$10 fee for non-members.

Organiser: Tom ☎ 9444 4107 (H)

**Sunday August 21  
City Commute in Reverse**

45km, Brisk. This doesn't mean that you must ride backwards. Meet on Wellington St. outside Perth RS at 9am for a 9:15 departure. We'll head for the inner northern suburbs for refreshments at Mike's place in Sorrento before maybe returning to the city or heading for where-ever.

Leader: Mike ☎ 9448 1978 (H)

**Sunday August 28  
Leisurely Lolling Around**

30-35km, Leisurely. Meet at 9am for a 9:15am start from Point Walter. Leisurely pace around the river with regular coffee stops at Deep Water Point and South Beach, and then back to Point Walter. Bring the kids and make it a family day.

Leader: Colin ☎ 9418 1571 (H)

**Saturday September 3  
300 km 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 (and subject to approval).

Organiser: Tom ☎ 9444 4107 (H)

**Sunday September 4  
Yokine Highlights**

45-55km, Moderate. Loftus Center 8:45 for 9am start. A ride around the highlights of the northern suburbs taking in the views. We'll meander from high point to high point keeping as much as possible to the ridges so that we avoid the hills as much as possible. Mind you, I wouldn't want you to miss out on some of my favourites.

Leader: Tom ☎ 9444 4107 (H)

**Sunday September 11  
Meet Your Fellow On-Your-Bikers**

50km, Moderate. Meet at 8:45am for a 9:00am start at Point Walter. This is an opportunity to ride with some of your fellow tourers on this year's 'On Your Bike' tour. You are warmly invited to join the group for a mystery ride stopping along the way at a secret eatery for some delicious treats.

Leader: Tony ☎ 0408 955 908(H)

**Saturday September 17  
200 km Achievement Ride**

200km, Hard. 6:30am for a 7am sharp start. Meet at the car park off Morrison Rd (adjacent to the Midland Police Station) for registration and map/ride description. This is a challenging ride that takes in Toodyay, Dewar's Pool, Bindoon and the Chittering Valley. The time limit is 13 hours 20 mins (average 15km/h). Participants MUST BOOK at least one week prior to the ride and there is a fee of \$10 for non-members.

Organiser: Tom ☎ 9444 4107 (H)

**Sunday September 18  
Flea Market Anyone?**

50-60km, Leisurely. Meet on the Fremantle Train Station platform (north end) at 8:15am for an 8:30am start. We'll ride East through Hamilton Hill, Coolbellup, and Willetton to the Canning Vale Markets. We'll stop at the markets for about 1 hour, where you can either shop or sit and have a meal. Just make sure you bring big panniers or some other means to secure your finds and bring them home!

Leader: Deb ☎ 9418 1571 (H)

**COMING EVENTS**

**Sat/Sun/Mon September 24-26th  
Queen's Birthday Long Weekend  
Avon Valley Tour**

(See separate article on page 11)

**Sat/Sun October 1,2  
Up The Duff's—Wagin weekend**

(See separate article on page 10)



Devo in Allan Duff's tractor on the Foundation Day Long weekend, or "big boys and their toys". This could be you if you come to the Up the Duff's ride.

**Oct 15th-23rd  
On Your Bike, Surfing the Scarp Tour.**



Nine days, fully supported tour, camping in the towns of Busselton, Nannup, Balingup, Dardanup, Harvey, Waroona, and Dwellingup. The

tour is already FULLY BOOKED and so congratulations to everyone who made it in time. Preparations are now in full swing to make your holiday an enjoyable and memorable one. For those still interested in coming along, there is a waiting list and so a chance that you may be lucky to get on tour should we have any cancellations. Organiser: Tony ☎0408 955 908 (H)

**Sunday November 20th  
City of Perth Great Bike Ride**

[www.greatbikeride.com.au](http://www.greatbikeride.com.au)

## STUDIO CYCLING — RPM®

To the un-initiated, this stands for “revolutions per minute” or pedal cadence. But with the registered trademark after it, RPM® stands for “Raw Power in Motion”, an indoor cycling class by Les Mills International, Ltd.

I assume most of you reading this are cyclists, but you may not be involved with a gym. If you **do** go to a gym that offers fitness classes, chances are you've heard the name Les Mills, but for those that haven't, let me start with a brief history of the company. The Mills family of New Zealand first got involved in running health clubs in Auckland in the 1920's. The first “Les Mills gym” opened in 1968 in Auckland, but it was Phillip Mills who projected the Les Mills name into the international fitness industry in the 1980's. He introduced freestyle group exercise in New Zealand and developed a series of hugely popular exercise-to-music classes. The classes and associated management systems had such a spectacular effect on the seven Les Mills clubs in New Zealand, that their group fitness studios had classes of up to 300 people in the case of the largest club in central Auckland.

As the popularity of the classes grew, so their potential for international distribution became apparent. BODY-PUMP®, a 45-60 minute studio class using barbells and adjustable weights to tone and condition muscles was the first Les Mills Program to be “exported”. Following BODYPUMP®, came BODYCOMBAT® (based on self defence moves like boxing and martial arts), BODYBALANCE® (based on mind-body disciplines like Yoga, Tai Chi and Pilates), BODYSTEP® (based on a height-adjustable step), BODYATTACK® (high-intensity aerobics), BODYJAM® (dance-based) and most recently RPM® (indoor cycling). Today, Les Mills International is the world's biggest producer of branded fitness classes. They have more than 9,000 global licensees in 54 independent countries, with three million participants weekly. IHRSA's Club Business International magazine has credited Les Mills of “doing for exercise what McDonald's did for hamburgers.”

The Les Mills group fitness system has four key elements:

**1. Pre-choreographed programs.** They employ teams of the world's leading fitness instructors to create a new class (music and choreography) for each of the seven programs every three months. The instructors draw on the latest trends in music and are guided by the latest developments in exercise science and Les Mills' own extensive research and development program. The class is videotaped and sent out with choreography notes and licensed music CDs to approximately 50,000 instructors around the world who have been certified in the Les Mills programs.

**2. World's leading instructor training system.** Instructors must have the minimum national fitness certification provided in their countries before attending Les Mills' training modules. Once an instructor has completed the module training and received clearance to 'Instruct', they can begin to teach classes in a licensed centre.

**3. Group Fitness Management System.** A blueprint for club owners and managers to achieve higher profitability through group fitness, offered to clubs around the world through seminars and workshops.

**4. Club Group Fitness Marketing Program.** Extensive consumer research drives all product communications including trade and consumer advertising, on-line marketing resources and public relations. High quality imagery supports the quarterly re-launch of classes with new music and choreography. Fully developed marketing materials are supplied.

I have been a freestyle aerobics instructor (hi-lo, step, fitball) for over 10 years, and up until now avoided teaching or even participating in the Les Mills Programs because I resented someone giving me a “script” to work from. I wanted to write my **own** choreography, and pick my **own** music. But that all changed for me in 2004. First, problems with osteo-arthritis in my knees forced me to give up teaching impact-type classes. Then the club I was working for decided to introduce RPM®, and offered me the instructor training. Although I had long been a proponent of indoor cycling (spinning) classes, I hadn't ever become certified

in that arena because none of the clubs I was working for offered it. I agreed to do the RPM® training with the intention of combining those new teaching skills with my existing cycling and teaching skills, to teach freestyle spinning classes instead. As it turns out, I was so incredibly impressed by the Les Mills instructor training delivery, as well as their company philosophy, that I'm now an RPM® convert. Les Mills' dedication to the success of all participants, their top-notch research, the great music and challenging choreography all served to win me over.

Choreography and music can make or break a fitness class, and the reality is that writing good choreography, and choosing appropriate music, is both time consuming and difficult. Having both provided to me allows me the time and opportunity to be a better coach and mentor to my class participants. New releases come every 12 weeks, but after the first 6 weeks, instructors have the option of using or combining previous releases during their classes.

So that's the background on Les Mills in general. Now for more about RPM®!

RPM® is an indoor cycling program for developing cardiovascular capacity. It is done on weighted fly wheel bikes, which are quite different from the computerised “stationary cycles” most of us are familiar with. Different gyms use



different brands of these bikes, but at Leeming, our bikes can be adjusted 4 ways (seat height, seat position, handlebar height and handlebar position), allowing you an efficient "fit" for optimum comfort. The instructor will help you set up your bike before class actually starts.

Burning up to 800 calories in one 45-minute session, the class is phenome-



View of the class from the instructor's bike

nal for those wanting to reduce body fat. However, as a seasoned cyclist, it has proved to be much more—dramatically improving my riding speed over the last 6 months. Although I learned how to ride a bike as a teen, I didn't really start "cycling" until 1994, when I moved to Seattle, Washington. That's when I got involved with cycle touring, and riding longer and longer distances. The more I rode, the stronger I got, but I never got what I would call "fast". I was more of a "plodder"—consistently able to ride long distances, but always at the back of the pack. I did train with a cadence meter for a while, trying (with some success) to get my revolutions per minute up. All the better cyclists I rode with said cadence was the key—but in the end I always reverted back to what was comfortable—for me a slower cadence and a bigger gear. When I married Colin I got a little faster—but that was from trying to keep up with him...and I didn't look forward to those rides as much as touring with others more "my speed".

Then I took the training for, and started teaching, RPM®. What a difference it's made to my road riding speed and

strength! What I had been doing before (riding a lot, but at my own pace), was basically endurance training. Keeping up with Colin was cardiovascular training, but as I said, it wasn't always fun. What RPM® gave me is cardio interval training, but in a "fun" way. The choreography is designed to push you to your cardiovascular limits, and then gives you "recoveries", before you do it all over again. What keeps it fun is a combination of the music, the fact that you can't get "dropped", and knowing the class will be over in 45-55 minutes! The 3 training variables of cadence, riding position, and load are dictated by the instructor, through the choreography. Riding positions include seated recovery, ride easy, racing, aero-racing, standing recovery, over-the-top (OTT), and the hover.

Ultimately you have control of the resis-



Deb transitioning into OTT

tance, and are in control of your own workout. The instructor may cue you to "add more resistance", but they will also tell you where they want you (exertion-wise) on a scale of 1-10. I also cue individual riders to increase or decrease their resistance based on the cadence they are able to maintain.

The week after my first RPM® instructor training, I rode with the CTA to York. Not only was it a longer distance than I usually ride (118km up, about 80km back), but I averaged 22.8 on the trip up, on my "slow" bike. That's better than my usual average for 50-60km

rides on my "fast" bike! And the other riders all commented on my increased speed. After that I began teaching 1-2 RPM® sessions a week. For some reason or other (weather, work, other commitments) I was unable to ride outdoors for over 5 weeks, but decided to put RPM® to the test by riding the 5000 in 4 even without any road training. I'd never ridden it before, yet I finished in 3 hours and was quite pleased with myself. I teach 2 sessions a week now, at Leeming Rec Ctr, and am still thrilled with the workout. I'm doing the master class (instructor training) for RPM® Release #28 on May 28<sup>th</sup>—this will be my 4<sup>th</sup> release and I can't wait!

Come to the CTA Social night on Wed, July 13<sup>th</sup>, if you want to see portions of a class on video, hear some of the music, and/or ask me questions.

~Deb

## UP THE DUFF'S, OCT 1-2

Allan Duff wants to lead a 100km training ride for the Wagin Cycling Mob, because 12 of them (yes, count 'em, twelve) will be joining us on this year's On Your Bike (OYB) Tour. He felt that even though the OYB distances won't be that long, having a 100km ride under their belts would bolster confidence—this being for many their 1<sup>st</sup> supported cycle tour.

Perth Riders who want to experience the fun we had on our Foundation Day Long Weekend (see article next page) can join the Wagin Cycling Mob on Sunday, Oct 2<sup>nd</sup> for that 100km ride, by coming down the day before, Saturday Oct 1<sup>st</sup>, and camping on the Duff's farm. Under the sheets option stay in Williams at the Motel. If you come down early Saturday or Friday night, you can join us for a short (30-50km) ride that day, a tour of the farm, and a BBQ or camp-oven tea, (BYO own drinks) that night. On Sunday, we'll drive to the ride which starts at Arthur River, lunch and morning tea will be supplied (arranged for by the Duff's) on the way. Since this is not a long weekend, Perth riders will need to be prepared to drive the 2-3 hours back on Sunday night, so carpools (switching drivers) are strongly recommended as we'll all be tired after the long day. All meals will be supplied. Cost for the weekend (meals) about \$20.00. If you have special needs please bring what you require. If interested, contact Deb/Colin ☎ 9418 1571(H), or 0421 697 453(M).

## PREVIEW—QUEEN'S BIRTHDAY LONG WEEKEND

This tour of the Avon Valley will take place Saturday, Sunday and Monday, September 24th through 26th, over the Queens Birthday Long Weekend. Total distance for the 3 days is 229km—244km.

This tour will suit all those who enjoy cycle touring. It will be a towel, soap and undies tour so that tentless members can participate. There will be choices of challenging dirt road or cruisey all bitumen routes - passing through spring flowered valleys and by swift flowing rivers. This will be good preparation for the OYB tour three weeks away in October. For those who intend to go off-road, medium width plus tyres and lower gears will be needed. We have been able to negotiate a three course dinner-accommodation-continental breakfast deal at Toodyay for \$60/head and at Northam for \$65/head. Please book with the tour leader no later than Friday 9th September so that participant numbers can be confirmed with the hotels. Maybe partners who are just beginning to ride could drive to the overnight stops and visit the many craft shops, before riding out to meet the group for afternoon tea, etc.

### Saturday September 24th: 80-95km

Midland to Toodyay. Meet at Midland Railway Station at 8:15am for a

8:30am start.

**Route 1: 80km** (50km of dirt). We will say goodbye to the cruisey bitumen group at Brigadoon as we head towards the start of the dirt and the Avon Valley at Bells Rapid. The route follows the valley through Walyunga and Avon Valley National Parks. We will be stopping for photos, rests and lunch (which you will need to bring with you from home) at Emu Falls. It is planned to meet up with the cruisey ones for afternoon tea at the Pecan Hill Tearoom. It's only a few km into Toodyay's Freemasons Hotel to shower and relax over a few drinks, before enjoying the three course dinner and a comfortable bed.

**Route 2: 95km.** After saying goodbye to the dirty ones at Brigadoon, we will follow the Great Northern Highway to Bullsbrook. After a rest and lunch purchases to eat en route, it is up the hill to the start of the beautiful Chittering Valley with its abundance of spring flowers and babbling brooks. We leave the valley behind as we turn into Julimar Road, and keep a lookout for a spot to have lunch in the Julimar State Forest. There is a good downhill to the turnoff to the Pecan Hill Tearoom, where we join the dirty ones as they bore us with their off road exploits.

### Sunday, September 25th: 62km

Toodyay to Northam. This being a

short day, sleep in (until 6am), relax and take in many of the places of interest Toodyay has to offer. Connor's Mill, Old Newcastle Gaol and many craft shops. After morning tea and lunch purchases we will head off about 10am towards Dewars Pool. It is planned to stop at historic sites en route and smell the flowers. The route heads north east past the old St Phillips Church to Bejoording, then south east taking in Buckland Homestead and Irishtown. The Railway Museum in Northam is worth a visit before heading to our overnight stop at the Colonial Tavern in Duke Street.

### Monday, September 26th: 87km

Northam to Midland. We will endeavour to leave Northam by 8:30am. To avoid the highway as much as possible, we will travel via scenic back roads through Spencers Brook and Clackline to lunch at Bakers Hill. We leave the highway at Coates Road and pass through Wundowie, Wooroloo to the refreshment stop at Chidlow. The dirty ones could use the Railway Reserves Historic Trail to travel the rest of the way to Midland. The cruisey ones will continue via Mt. Helena and Mundaring and, depending on traffic, will head back to Midland via Greenmount or Darlington.

Leader: Kleber

☎ 9354 7877 (H)

## FOUNDATION DAY LONG WEEKEND IN Highbury

A few weeks ago, I called Stan to book myself and Colin into the Foundation Day Long weekend ride on June 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup>. When Stan said he was still nursing a stress fracture, and considering either cancelling the ride, or just driving down as the organiser, I quickly volunteered our taking over as ride leaders. Highbury is a tiny town located in between Narrogin (15kms to the north) and Wagin (33kms to the south), and last year's On Your Bike Tour had overnights in both Narrogin and Wagin. If you were on that tour, you may recall that Colin was away at sea, and couldn't accompany me. I was looking forward to sharing with him some of the lovely countryside we cycled through then.

Stan had done most of the legwork already, by selecting the location and

making arrangements with Corinne and Gary, proprietors of the Highbury tavern, for us to either book rooms, or camp on their land. All we had to do was decide where to ride once we got down there. For this I figured I'd "ask the expert"...so I called and emailed Allan Duff (the leader of last years On Your Bike tour), and he gave us some great routes to choose from. Allan also mentioned that On Your Bike's overnight in Wagin had stirred up such interest in cycling, that the town had started up their own cycling club (The Wagin Cycling Mob), which did weekly Sunday rides. After speaking with Allan, Colin and I went into Freo and purchased 2 map books of WA—one with all the country roads on it, and another with street details of all the country towns. Armed with these two, we mapped out the routes Allan had

emailed us and decided on a plan of attack.

Our plan was to drive down Friday afternoon/evening and get settled. We would offer 2 ride options on Saturday, and 2 again on Sunday. On Saturday they could either do a 75km ride with Colin and I, or a shorter 45km ride on their own. We planned a later start (10am), so if anyone wanted to drive down early Saturday morning and still catch our ride, they could. On Sunday we planned to join the Wagin Cycling Mob in Wagin at 8am for their weekly ride—60kms this particular week. Colin would add to this 60kms by riding the 33kms each way to and from Wagin, making the Sunday total 126kms. The 2<sup>nd</sup> option, which I planned to do, was to drive to and from Wagin. Allan and Chris Duff would

join us both days. By Friday, a total of 7 cyclists from Perth had confirmed. Devo would carpool down with Colin and I on Friday night, while Doug & Steina, and Brian & Lee planned to arrive Saturday morning in time to ride.

The forecast was Rain, Rain, and a little more Rain, interspersed with Showers, but no one backed out. On Friday afternoon Devo, Colin and I set off as planned. We arrived about 6:00pm, met Corrine and Gary, and settled into our rooms. The 4 rooms on offer were sub-sections of one pre-fab unit, less than 50m away from the main building. Each room was small but neat: adequate for our needs with either a double or 2 single beds, en suite with shower, fridge, kettle, TV and heater/air conditioners. After putting our gear away we rocked over to the pub for dinner in the restaurant. After dinner the fireplace, jukebox and



multiple glasses of red wine kept me quite happy, while Colin and Devo chatted with the growing crowd of regulars. The Tavern will celebrate its Centenary this October, and is a lovely building on a large block of land. While they only have the 4 rooms I mentioned, there was more than enough land to accommodate multiple tents. The proprietors Corinne and Gary were delightful and accommodating, and we should keep the place in mind for future tours. There is an interesting-looking Heritage Walking Trail right across the road which we never got around to exploring this particular weekend.

Saturday morning we got up for a hot breakfast at 9am. Allan and Chris joined us about 9:30, and the others had all arrived by 10:30am (a typical "CTA-time" late start...). It had been raining steadily all morning, and none of us was in any rush to start, so we decided to have more coffee in the dining room, and hold off a bit longer,

hoping for a break in the weather. By 11:00 we accepted that the weather **wasn't** going to change, and we decided to ride anyway. I think several of us would have happily **not** ridden at all, but peer pressure is an excellent motivator. We did, however, revise our ride plan for the day. We would ride straight into Narrogin (a mere 15kms), have a snack at a nursery there, and **then** decide whether to ride a longer 30km route back, or just come back the way we had gone—weather being the deciding factor. We got soaked going into Narrogin, but the nursery was lovely, and afterwards the group split. Doug and Steina rode straight back to Highbury, while the rest of us rode the longer route of 30kms of back roads. I had ridden some of these roads on On Your Bike last year, and yes, Colin agreed they were lovely. Saturday night was a repeat of Friday, with dinner and drinks in the pub, although we all retired a little earlier, in preparation for an early start on Sunday.

Meeting the Wagin Cycling Mob by 8am meant Colin wanted to leave on his bike at 6:30am, but that didn't happen. An extra snooze and a blowout delayed his actual departure until 7am. There were no other brave souls to ride with him, and the rest of us left in cars various, at 7:20am. We passed him about 10km out of Wagin, arriving around 7:50, and Colin rocked up shortly afterwards.

When Chris Duff rode with us Saturday, she wore a fluoro-green polo shirt, printed with "Wagin Cycling Mob". Although this **should** have tipped me off, city-snob me arrived on Sunday still expected to find a small, country-town, in-experienced riding group of perhaps 10 people, on questionable bikes. Was I ever in for a surprise! The Wagin Cycling Mob is aptly named—we rode with about 30 riders, most in the club's shirt, on **very** respectable bikes. That'll teach me to make assumptions!

The ride itself was lovely. 30kms out and back to Woodanilling for a tea stop, on mostly flat roads. There was only 1 turn (to get out of Wagin), and the day was overcast and cold, but dry, a welcome change from Saturday. The Cycling Mob even had support drivers who went out ahead to put

down "Caution, Cyclists Ahead" signs on the road! We got back into Wagin around midday (the tea stop at Woodanilling was leisurely), and we had **another** tea stop there—you know cyclists and their food. Allan and Chris invited us to their farm for lunch on



Monday, and we eagerly accepted. The group broke up around 2:00 and us Perthies drove back to Highbury. Yes, even Colin hitched a ride this time. Showers and naps brought us to our last dinner in the restaurant.

Monday morning about 10:00 we were all ready to go. Doug & Steina, Devo, Colin & I drove over to Allan's farm, about 30kms west of Highbury, and just south of Williams, while Brian & Lee headed back to Perth early. Allan gave us a walking tour of a small portion of the farm, which was fascinating. We thought it was huge at about 1000ha (2500 acres), but Allan says it's small compared to the average 2000/3000ha farms in the area, some as big as 10000/20000ha. The Duff's supply very high-quality meat to Action stores, and we tried to get close to the 3 varieties of sheep and lambs there, but since we weren't on a truck dropping feed, they kept running away. We also saw various massive pieces of farm machinery, many of which Allan and his brother have either designed, built or modified on their own. Devo and Doug both had fun climbing into Allan's John Deere tractor—see the photo on page 8!

We lingered over a delicious lunch, and Allan proposed another Country Weekend for the club. (See article "Up The Duff's" on page 10 for details) All five of us headed back to Perth about 2:00pm—Thank you Allan and Chris for taking time out of your schedules to make this weekend just the break Colin and I had been looking for! ~Deb

# 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.

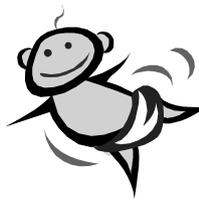
If you have any queries, please contact Terry ☎ 9472 9887 (H).

## 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).



## BIG (little?) NEWS FROM THE BOULTONS!

Melanie and Mark Boulton are thrilled to announce the long awaited and unexpected arrival of their delightful daughter Karin Mary.

Karin is settling in well and her sleep-deprived parents are getting used to facing the new day at 5.30am each morning. They hope to introduce her to cycling soon!

# 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**

Supporting Cycling for over 60 years

Road & Track Racing

Mountain Bikes — Triathlon —

Family

Touring Cycles — Tandems

## 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.

## TWINKLE, TWINKLE

Twinkle, twinkle, shard of glass  
Lurking on the cycle path  
Waiting to deflate my bike  
Puncturing is what you like  
Twinkle twinkle shard of glass  
Someone stop this crazy farce!

*~Bruce Robinson*

## 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 in yellow with red stripes (XS-XL) are \$85 each. **There are still 3 of the older Turquoise and Green jerseys (XL, XXL) on sale for only \$50 each.**

Black lycra knicks (XS-XXL) with 1 red & 1yellow side panel are \$80 each.

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

