

# THE CHAIN LETTER

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

November / December 2005

Issue 185

## PRESIDENT'S REPORT

As this is the last newsletter before the AGM, I thought it would be a good time to reflect on the year that has been. Firstly, I would like to thank the Committee, who have made a sterling effort. In particular, Deb Palacios for a great job with the newsletter. Having been in this role myself I know just how hard it is, and how many hours go in to get it looking like it does. Deb took the newsletter from Page Maker and re-formatted it in Publisher prior to Christmas last year. Quite a feat.

Another Committee member who keeps the club ticking along is Ann Wilson, who has done the accounting for this year and many years before. Ann just quietly does her part, and I think it is in large part her dedication to the Treasurer's role that the club is in such good shape financially.

Yet another position that requires keeping on top of is that of Rides Co-ordinator. Grant Gregory has done an outstanding job at keeping a wide variety of rides in the calendar. After all, this is what the club is about. This is not an easy role and Grant has worked at this steadily throughout the year.

Maria has coordinated some very good social evenings this year. The highlight was having Ric Lee talk to the club on coaching, and meeting one of WA's rising stars in Cameron Myers. Other evenings saw Mark & Teresa plus Mike & Janet speak on their overseas trips by bicycle. Also during the year Deb demonstrated the latest training program called RPM®. This sets your riding pedal rate to music and can really get the heart pumping.

This year we trialed the new position of Safety & Promotion which Bruce Robinson has taken on. Bruce has been able to include this very well into his other activities, and has kept us in line with safety, as well as with the political logic in regard to government funding for bicycles.

The web site is maintained by Mark Bolton and Tom Hallam. Mark had a very welcome addition to his family during the year. Tom has been able to ease the pressure off Mark and upgrade the site to take advantage of developing changes in web design (I think). Tom has also taken on the role of Achievement Rides coordinator.

Terry Bailey has been there to allow a smooth transition of leadership. Terry has taught me a lot of things this year and that has helped with the smooth running of the club.

Lastly, I would like to thank Connie the club Secretary. Without Connie reminding me of what needs to be done, and when, things just would not get done. In keeping the minutes of the meetings and typing them up each month she has done an excellent job.

Ride leaders who have the ideas of areas they know well, "Thank You". To the tour organizers on the weekends away, "Thank You". To the On Your Bike Committee, "Well done". But most importantly I would like to thank the club members who come on the rides. It's been a good year.

If you would like to nominate for any of the above positions including president, the AGM is in November and all the positions are up for election. Being a committee member is challenging and rewarding.

*Noel Eddington*

## VOLUNTEERS NEEDED

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

January	22, 29
February	5, 12, 19, 26
March	12, 19, 26

Plus any other dates as the whim takes you.

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)

## In this issue...

<b>President's Report.....</b>	<b>1</b>
<b>Club Contacts.....</b>	<b>2</b>
<b>New Members. ....</b>	<b>2</b>
<b>Cycling Trivia. ....</b>	<b>2</b>
<b>Volunteers Needed.....</b>	<b>2</b>
<b>Cycling Snippets .....</b>	<b>2</b>
<b>WA Bushwalking Club .....</b>	<b>2</b>
<b>Brad &amp; Lisa's Tour.....</b>	<b>3,4</b>
<b>10,000 in 8, Really .....</b>	<b>4,8</b>
<b>Lift Out Rides Calendar.....</b>	<b>5,6</b>
<b>AGM Agenda.....</b>	<b>6</b>
<b>Perth &amp; Return .....</b>	<b>7,9</b>
<b>Canning Bridge/Heritage? ...</b>	<b>8</b>
<b>Reporting Cycling Hazards ..</b>	<b>8</b>
<b>Winner's Circle .....</b>	<b>8</b>
<b>CTA Achievement Series .....</b>	<b>9</b>
<b>2005 Fees Please .....</b>	<b>10</b>
<b>Housekeeping .....</b>	<b>10</b>
<b>CTA Clothing .....</b>	<b>10</b>

**CTA COMMITTEE**

**PRESIDENT**

Noel ☎ 9355 2745 (H)

**VICE PRESIDENT**

Terry ☎ 9472 9887 (H)

**SECRETARY**

Connie ☎ 9355 2745 (H)

**TREASURER**

Ann ☎ 9444 5160 (H)

**SAFETY & PROMOTION**

Bruce ☎ 9384 7409 (H)

**EDITOR & CLOTHING**

Deb ☎ 9418 1571 (H)

**RIDES COORDINATOR**

Grant ☎ 9339 4248 (H)

**SOCIAL**

Maria ☎ 9444 3951 (H)

**WEBSITE**

Mark ☎ 9313 2853 (H)

Tom ☎ 9444 4107 (H)

Please contact the Treasurer for Membership details and send all correspondence to:

*P.O. Box 174 Wembley 6913*

CTA Email: [info@ctawa.asn.au](mailto:info@ctawa.asn.au)

Web Site: [www.ctawa.asn.au](http://www.ctawa.asn.au)



**NEW MEMBERS**

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

Alan Naber (welcome back!)

**DEADLINES:** Contributions for the next issue (January/February) should be to the Editor no later than Thursday 15 December.

**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.

**CYCLING TRIVIA**

**Last issue we asked:** What non-cycling-related piece of sporting equipment, inspired the quick-release/clipless pedal? And the bonus question was a little harder: Who first used it in professional competition, and when?

Once again, John Faris was quick to Google up the correct answer, including the bonus question. (We're onto you John, and we're trying to make future questions harder to Google!)

The quick answer is ski bindings and Bernard Hinault. The long answer follows.

LOOK, established at Nevers, France in 1951, was originally a ski equipment manufacturer. In skiing, a ski binding is an attachment which anchors the ski boot to the ski, but allows a quick release when needed. In the 1980's, LOOK pioneered the use of "clipless pedals" for cycling applications, based on the equipment originally developed for ski binding. Essentially they used a spring-loaded device on the top of the pedal to hold a "cleat" which is bolted to the soles of a cycling shoe, requiring the user to twist their foot to force the device to release the hold. This design was released to the market in 1984, and in 1985 Bernard Hinault was the first to use it in professional competition, during his 5th Tour de France victory. He credited the pedals for preventing further injuries in a crash he suffered in the middle of the race, and since then, clipless pedals have gained widespread acceptance.

**Next Question:** What is the correct technical name for this handy, bike-related item? We've blanked out the brand name John, just for you. :)



Send your answers to the editor via [info@ctawa.asn.au](mailto:info@ctawa.asn.au) Come on—we'd like to see some answers from other members! Any new questions will also be considered for publication.

~Colin

**CYCLING SNIPPETS**

[www.2do.com.au](http://www.2do.com.au) is a free community directory of Australia's festivals, events & activities. Its aim is to promote and support local community groups & tourism within Australia, by assisting Australians to search for what events or activities are on or due to happen.

**WEST AUSTRALIAN FAMILY BUSHWALKING CLUB INC**

The West Australian Family Bushwalking Club Inc provides opportunities for family activities that encourage appreciation and enjoyment of the bush and the outdoors.

The club organises bushwalks, camps, cycle rides and related activities that are suitable for families with children of all ages.

For more details please contact: Graham or Bridget ☎9450 3545

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## BRAD AND LISA'S TOUR JUNE/JULY '05

June 2005 saw us embark on our first interstate cycling tour, flying between Victoria and Tasmania and enjoying



plenty of cycling whilst on the ground! So with bikes and BOB trailer in tow (Thanks, Bruce) we headed for sunny Melbourne and began with a "baptism of fire", cycling from Tullamarine into the Melbourne CBD. The route was easier than expected with the help of a very detailed map (available to download from the bike Victoria website), and once closer to the city we found bike lanes up and down nearly every street making cycling the easiest way to get around such a busy city. We spent our first three days cycling about Melbourne checking out the sights, and what a pleasure it was to be riding in such a bike friendly place with many other like minded cyclists.

Our first "long day" was on the Friday, with a 110km pedal from Melbourne to Ballarat to visit family and check out one of the gold rush towns. We were told the 1st half of the ride was flat - this was correct--but the second half was a fairly gradual climb ending in Ballarat which is 440m above sea level. We arrived late and cold, but happy to have made it. We did enjoy the towns along the way, especially Bacchus Marsh (about 50km out of Melbourne). It is in a small valley and has many orchards and fruit growers selling their wares along the road into town (you know cyclists and food, any excuse to eat!!). Whilst in Ballarat we enjoyed family hospitality, **bakeries**, gold museums and a ride around Lake Wendouree, an extremely popular spot with the racing riders. Returning to Melbourne on Sunday was cold

and wet (5 layers of clothing), but the uphill and headwind of Friday turned into the downhill and tailwind of Sunday. We ended our first successful touring weekend with a few too many drinks at a Prah-ran hotel, with little regard for the fact that tomorrow morning at 5am we had to be on the bikes heading for the airport to catch our flight to Launceston.

Arriving in Launceston we unpacked our bikes and trailer and headed for the campground. After setting up the tent we had a look around the place and enjoyed a late afternoon / early evening ride up to Cataract gorge which was very peaceful (we were about the only people there). Our tour in Tasmania took us down the historical Midlands highway, including the unsealed Nile road on which we were fortunate enough to see a herd of wild deer and get caught up in a cattle muster!! Day 2 of our ride also bought with it the most extreme conditions we have ever had to cycle in (rain, strong winds, 4 punctures and fog blankets that reduced visibility to near zero). However the last 26km when we were ready to give up gave us some of the most scenic conditions you could ever hope for, picturesque valleys, sweeping downhills and clouds/fog so low you could touch them. Ending the day in Richmond we

treated ourselves to a Caravan (luxurious after the tent) and dried everything out. The remainder of our time in Tasmania was spent cycling around Hobart and further south to Huonville for more family time and sampling of the great food Tasmania has to offer. **Bakeries** were another cycling high point - always time for a sugar fix!! And the ones we found in Evandale (near Launceston) and the bush bak-



ery (near Huonville) were two of the best. Tasmania was indeed cold and hilly, but your effort is rewarded many times over with breathtaking scenery and death defying downhills - try the southern outlet heading into Hobart for an example of this. And we must add that no cycling journey to Hobart is



complete without a sugar fix at the **Cadbury Chocolate Factory**, one of the highlights of our trip.

Overall our cycle touring experience was successful and we hope to repeat this when we head to Laos and Vietnam for a brief trip in October (while everyone else is On-Your-Biking--it's not fair there just isn't enough time for

## 10,000 in 8, Really....



everything!!). We carried our bikes in bags and used the bob trailer along with a single pannier and a handlebar bag each. Should any members have any touring related questions in regards to this type of Holiday please feel free to email us at [October14@Eftel.net.au](mailto:October14@Eftel.net.au). We look forward to writing the next travel story!! Happy trails.

~Brad and Lisa

## 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**

The "10 in 8" is without question one of the CTA's most challenging achievement rides; I can only take the word of others who claim it is even harder than the 300km ride. It is the hill climb component for both the Challenge and Super Achiever series awards. It winds its way up and down and round about the hills east of Kelmscott 25kms south east of the city centre. With a maximum time of 8 hours in which to complete the ride, one must travel 116km on a route which includes a total of 5000ft of climb and 5000ft of descent.

The ride starts at the Kelmscott Railway station and proceeds a short distance up the Brookton Highway before turning up the somewhat steeper Peet Road. A right turn at the end then takes you along Chevin Road and back to the Brookton Highway at the top of the scarp. The second ascent takes in Soldiers Road and Churchman Brook Road parts of which are again relatively steep. As you enter Soldiers Rd, you can look across the valley at the cliff on the other side and have the awful realisation you are going to have to climb to the top of it. From the top, you descend on the other side of the ridge to reach the Albany Highway.

The third ascent, up the Albany Highway from Water Wheel Road, is relatively mild in comparison with the first two hills. It is followed by a picturesque relatively high speed 10km descent down Canning Dam Road and Lady McNess Drive through the edge of the Jarrahdale Forrest and past the Canning Dam.

The fourth hill proceeds up Croyden and Gardiner Roads to return to the Brookton Highway just east of Karragullen. The top of this hill is at about 55km and is just short of the half way point of the ride in terms of distance. Two service stations on the Brookton Highway provide the possibility of refreshments.

The ride continues along the top of the scarp westwards on Chevin Road. Although there is a big dip in the middle just to make sure you don't forget that this is a hill climbing challenge. Shortly after turning into Canning Mills Road, there is a glorious view over the CBD in the distance as you reach the start of the descent back into Kelmscott. The road has a hot seal rather than chip so is nice and smooth making for a high speed descent approach-

ing 70kph even barely pedalling at all. This is the final descent of the "5 in 4", part of the Merit Series and is a real pleasure as you know you have nearly finished. Unfortunately, it represents the start of the real torture of the "10 in 8" as it is followed by a sojourn along Connell Road, a climb to the top of Mills Road East before retracing your route and climbing back up Canning Mills Road again. Mills Road East and Canning Mills Roads are both 3 - 4 km long with an 8% average gradient climb - and they seem just to go on and on and on and on. The extension to the Tonkin Highway crossing the bottom of Mills Road has forced a change to the original course adding about 2km, although it is relatively flat and the difference is not really significant.

As you reach Clifton Road on the way back from Mills Road, it is very tempting to think that you could end the pain as the Kelmscott Railway Station is less than 1km away to the west. There is a deli at the southern end of Connell Road so that if you are continuing you at least have a couple of opportunities for refreshments.

The final 20km descends from the top of Canning Mills Road to the bottom of the dip in Chevin Road, down Holden Road and then nearly to the bottom of the Brookton Highway again.

The final climb starts with Patterson Road. The view from the bottom can only be described as daunting. But after you have struggled up the part you could first see, you turn the corner and find there is another 300m to go. And the second part is even steeper with a gradient around 11%, similar to Mount St in the centre of the city. However, the traffic is generally fairly light here and it is possible to zigzag most of the way up and as the hill is only 500m in length, it is arguably easier in reality than either of the two preceding very long climbs. But the designers of the course have rubbed salt into the wound as there is a further 5km of climb before reaching the Albany Highway at Water Wheel Road again. While this final climb might be relatively gentle, it is no longer gentle in the context of the distance travelled and the preceding hills.

However, once you reach the Albany Highway, you do now know you will complete the ride as the final 10km is most

~cont'd on page 8

## 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 Unsealed 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

**LIABILITY DISCLAIMER:** While every effort is made by CTA ride leaders to ensure the safety of all participants on our rides, individual cyclists (whether they are members or not) are **not** covered by the club for injuries if an accident occurs. We recommend that you obtain personal accident insurance before taking part.

### Sunday October 30

#### Brook 'n' Back

40 km, moderate, flattish. Meet at Guildford Station at 8:30 for an 8:40am departure. The first stop is somewhere in Ellenbrook for refreshments. Then we'll return by a different route to the start point  
Leaders:

Patricia & Lance ☎ 9249 1970 (H)

### Sat/Sun November 5-6

#### 'Avon a Good TimeWeekend

190km, Moderately hard. Meet at 8:15am for an 8:30am prompt start from Midland Railway Station. (We will wait for the 8:00am train from Perth to arrive at Midland at 8:25am. This will be a challenging but scenic ride to York.

For all those who love to tour, with a little luxury, this is the weekend for you. If you are going on the 'On Your Bike' tour you will be fit and raring to go, so read on. The CTA has been fortunate again to procure a beautiful York holiday home, complete with gourmet kitchen and an outdoor spa, which while relaxing in, provides spectacular views of the surrounding area.

**Saturday:** The ride to York will be approx. 110km, so quite a long day. We will ride to York along back roads via Wundowie, Clackline and Spencers Brook. And then on arrival you can rest those weary limbs in the outdoor spa – ah Bliss!

**Sunday:** The ride back will be approx. 80km, along the Great Southern Hwy, through Chidlow with a final hoon down Greenmount Hill.

Cost is \$20 per night for accommodation. Food can be purchased in York or carried en route. Kitchen facilities at the home-stead include a cooker – oven with gas top, and microwave. There is also an outdoor

BBQ. Beds are limited, so book early as to not to miss out on a great weekend.

**Booking and a deposit will be required by, October 28.**

Leader: Ann ☎ 9444 5160 (H)

### Sunday November 13

#### River Roundabout

40-45km, Moderate. Meet at the Point Walter coffee shop at 8:45am for a 9am start. This will be a scenic ride following various riverside cycle paths.

Leader: Basia ☎ 9330 3615 (H)

### Sunday November 20

#### The City of Perth Great Bike Ride

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

### Saturday November 26

#### AGM Ride

20km, Leisurely. 8:50am for a 9am start. Meet at Loftus St Community Centre (Loftus & Vincent) for a short ride arriving back in time for morning tea and the AGM (starts at 10am, see page 6 for details)

Leaders: Janet and Mike  
☎ 0400 123 432 (M)

### Sunday November 27

#### Ice Cream in the Valley

30km, Leisurely. Meet at Midland train station at 8:30am for a leisurely ride through the back roads and cycle paths of Midland and the Swan Valley. After completing a big circle and hopefully not getting completely lost, we will finish with a refreshment stop at the ice cream shop in Midland

Leader: Terry ☎ 9472 9887 (H)

### Sunday December 4

#### Mark's Mystery Ride

40-45km, Moderate. Meet at the Raffles Hotel at 8:15am for an 8:30am departure. Ride will take in the South Eastern suburbs

with a coffee stop somewhere along the way.

Leader: Mark Corbett ☎ 9316 3053 (H)

### Saturday December 10

#### Progressive Dinner

30km, Leisurely, 5:30pm start. Entrée at Janet's (of Janet & Mike) in Palmyra—about 5km from the Fremantle Train station if you don't want to drive. On to Colin & Deb's in Spearwood for the Main, and Desert at Grant's in East Fremantle. After that you're welcome to finish up with coffee at Janet's again, or leave from Freo (depending on how you arrived). \$25 per person, limited to 25 total, and bookings are essential, no later than December 3rd. Noel will supply the start place details when you book.

Leaders: Noel & Connie  
☎ 9355 2745 (H)

### Sunday December 18

#### Hotter than Hell in the Hills

75-80km, Moderate, Hilly. Meet at Armadale Train station at 8:30am for an 8:40am start. We'll head up Brookton Highway, onto Soldiers Rd, and then Albany Hwy to Jarrahdale. The tea /rest stop won't be until about the 50km mark at Jarrahdale, so be sure to pack lots of water and snacks if needed. Then down Nettleton Road and back to the train station.

Leaders: Colin & Deb ☎ 9418 1571 (H)

### Sunday December 26

#### Post-Xmas Over-Indulgence Buster

50km, Moderate, some challenging hills. A chance to atone for your Christmas Day indiscretions, eating-wise. Meet at the railway station in Gosnells at 9:45am for a 10am start. We will be heading up to the hills for a mystery coffee stop then return.

Leader: Liz ☎ 9291 0432 (H)

**Saturday December 31  
New Year's Eve Celebration Ride**

25km, Leisurely, Mostly flat. If you don't want to wake up hung over, don't want to be on the roads at midnight, and fancy a bit of exercise and good friends to greet the New Year with, join us once again for our infamous NYE ride. Meet at King's Park around 10:30pm for nibbles and drinks. Make sure you bring/wear warm clothes—it can get very chilly when you're not riding. If you stand at the snack bar/kiosk next to Frasier's restaurant, and then walk towards the river, we'll meet on the grass just across the road. At 11:30 sharp we'll follow the bike paths down to the foreshore, and ride along the shore until midnight, when we'll stop for wish each other a Happy New Year, and then return to the park. Lights are mandatory, and there will be prize for whoever has the most lights on their bike!  
Leaders: Colin & Deb ☎ 9418 1571 (H)

**Sunday January 1  
Kisses all 'Round**

40-50km, Moderate, some hills. 10am departure from the Bibbulmun Track entry in Kalamunda for a New Year ride towards Roleystone and return  
Leaders: Liz & Richard ☎ 9291 0432 (H)

**Sunday January 8  
A Stranger in a Strange Land (Deb, North of the River)**

45-50km, Moderate, Moderately hilly. Meet at 8:30am at Freo Train Station, for an 8:40am start. We'll make the most of a tailwind by riding north along the coast past Campbell Barracks. We'll avoid that same wind on the way back by heading east to Lake Monger, and south through Claremont, Peppermint Grove and Mosman Park, before heading back to Freo train station.  
Leaders: Deb & Colin ☎ 9418 1571 (H)

**Sunday January 15  
Up and Back**

45-45km, Moderate to Brisk. Meet at North Freo station at 8:15am for a burn up to Scarborough, across the freeway, then back to the start via various cycle paths. Coffee at the end of the ride somewhere.  
Leader: Grant ☎ 9339 4248 (H)

**COMING EVENTS**

**March 10 to 19th  
Bike Week**

**March 19 to April 1, 2006  
Main Roads LifeCycle Great Western  
Australian Bike Ride™**

**Annual General Meeting**

**Saturday, November 26th, 2005**  
**Lofus Community Centre, Loftus St, Leederville (see map)**  
**Morning Tea at 10:00 am, Meeting at 10:30 am**

**Agenda:**

- Minutes of the 2004 AGM
- Reports from the President, Treasurer, Rides Coordinator, Editor, and "On Your Bike" Sub-Committee.
- Award Recipients (Challenge and Merit)
- Cycle Tourist of the Year Award
- Ride of the Year Award
- Newsletter Article of the Year Award
- Election of Office Bearers for 2006
- General Business
  - Yearly Ride Calendar Template
  - Sharing Ride Maps & Descriptions

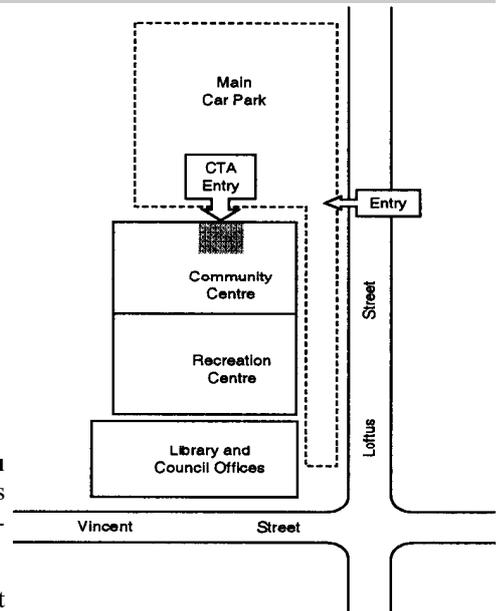
**Sharing Route Info—What Do You Think?** Route Information includes things like directions, distances, maps, and altitude profiles.

Some feel it should be made available not only to club members but also to the general public, in the form of downloadable documents on our website. Sharing this information might also make the club eligible for grant money (promoting tourism).

Others feel that route information is proprietary, as it took time and energy to compile. Also, it's the reason people come on our rides, so why give it away? There's merit to both arguments, and the Committee feels this subject warrants discussion and a vote at the AGM.

**Cycle Tourist of the Year:** Nominations are called for the 2005 Cycle Tourist of the Year. The award is made by the CTA to the member who, in the opinion of the membership, has contributed the most to cycle touring and the CTA throughout the year. If you believe no member has suitably demonstrated the qualities required for this award, you may nominate "No Award". If the number of "No Award" nominations exceed the total number of member nominations, then no award is made that year. The previous recipients of the award are:

- 1978 Nichole Harrison
- 1979 Wayne Lally
- 1980 Neil Porteous
- 1981 Mark Bettell
- 1982 Dale Neill
- 1983 John Martin
- 1984 Ian Hore
- 1985 Bob Stockman
- 1986 Ron Bowyer



- 1987 John Sherwood
- 1988 Martin Bunny
- 1989 Kleber Claux
- 1990 Arie Lemson
- 1991 Brett Rutherford
- 1992 Simon Koek
- 1993 Mark Nilan
- 1994 Stan Wiechecki
- 1995 Peter Lundy
- 1996 Ross Cussons
- 1997 Janet Deverill
- 1998 Tom Wall
- 1999 Desama Bailey
- 2000 Ann Wilson
- 2001 Simon Koek
- 2001 Marion Affleck & Terry Bailey
- 2003 Tony Humphries
- 2004 Kleber Claux
- 2005 ??

**Ride of the Year:** This is an opportunity for you to nominate your favourite ride, weekend away or tour. It is an opportunity for you to show your appreciation to a ride organizer, and for the club to recognize and reward their effort. Note that the On Your Bike Tour cannot be nominated.

**Election of Committee Members for 2006:** Nominations for President, Vice President, Secretary, Treasurer and up to six (6) Committee members can be received up to and on the day of the AGM. All nominations shall have a proposer and a seconder, and shall be announced at the AGM. Nominees, proposers and seconders must all be voting members of the CTA.

*Trip to Perth & Return.  
By Cycle.  
1932 & 1933.*



**From Deb (editor):** One of my aerobic class participants knew I was keen on cycling, and mentioned that her father used to cycle a lot. Always in search of stories for the newsletter, I questioned her a little further, and came up with the following fascinating glimpse of cycling history in WA. I wish I had room here for scans of all the original, handwritten pages, but hope you enjoy the typed version as much as I did the original.

**From Pamela Edmunds (daughter):**

The following is a diary my father, Stan Green, wrote on his ride from Albany to Perth, when he was eighteen and a half. An Albany identity until 1998, when he and his wife, Wyn (dec.) moved to Perth. Now 91, he resides in Bentley Park. He was very involved in cycling until the war years, when he was sent to Queensland with the Army.

My father remembers several local wins, but on the longer distance runs, he had to compete with the likes of Hubert Opperman, Ernie Millikin and Hefty Stuart. He remembers doing 10 miles in 25 minutes to win five pounds

in the Nellie Peel competition. (Nellie and her sister ran the Weld Hotel in Albany at that time). He did the Beverley to Perth race on a fixed wheel, peddling madly all the way (1934?). The bookies had him at 33 to 1 on the Donnybrook and return race in 1934 or 1935, and he fancied himself and put 3 pounds down, but a puncture put paid to that 99 pounds!

Up until July 2004, he was still cycling the 7 kms to our house, and return, but was hospitalized twice that year and the family are reluctant for him to get back on the bike, despite his urgings.

**From Stan Green (handwritten):**

Trip to Perth & Return. By Cycle. 1932 & 1933.

Left Albany 12 O'clock (midnight) Sunday December 25<sup>th</sup> 1932. Arrived Chokerup 5 to 1 riding well, used light for first time to write this down. Mount Barker 10 past 2. pretty hard going as it is a bit dark, will have to use light from now on. Put torch out at about two miles from 'Barker, so as to save for the Kendenup hills. Reached Kendenup turnoff at 10 past 3 the

hardest bit up to date. Will have to tighten up seat here as it keeps working loose. Made Cranbrook turnoff at 20 past 4. Lost a spoke coming [sic] down one of the Kendenup hills. Legs are in good order but hind-quarters are a bit stiff. It will be daylight in about half an hour. Hope to make Kojonup for breakfast. The time is now 20 past 7 and I am 2 miles out of Kojonup knocked up. I've never seen so many rabbits or kangaroos in my life. After having Breakfast was right again for the next part of the journey. Roads are none to good. Here I am down at the 139 mile peg, by jingo the road is that bad it has just about shook me to me pieces. I think it must be 110 in the sun today. Am now down on the 110 mile peg and the time is 20 past 12. I am going to rest awhile as it is too hot, will have dinner at Williams. Had dinner two miles off Williams, arrived 10 past 1 after having dinner left at ½ past 1. After buying two bottles ginger beer at Williams, left 2 O'clock. There is only one trouble, and that is that the sun is too hot and it makes me have too many stops. To say how slow I was going read this: I went 3 miles in ¾ of an hour, felt so tired I had to rest in the shade of the trees; the next 9 miles I woke up a bit and done them in half an hour. 12 miles from Williams (other side) when pulling watch out of my pocket it dropped and went bung. Have now no time, anyway will get as far as possible before dark and camp for the night. At seventy seven mile peg a car had done through one of his tyres, as well as the spare, so I stopped and gave him a hand. Getting her going again we managed to get another couple of miles when she blew out again, getting it fixed again we managed to reach ½ way house (60 miles from Perth) where I stopped for the night owing to there being no room. So here I am for the night. Slept at half way house and left at 10 past 6 on an empty stomach. Arrived at Perth ½ past 10 on Tuesday morning taking 4 hours 20 minutes to do 60 miles. Met young man in Perth who showed me to Leederville, from there on I soon found where I had to go. Arrived there in time to find Uncle and Co. in act of going out. If I had arrived five minutes later would have missed them. Went by car through Fremantle to Mandurah, which is 50 miles from where I was staying at, had good time

*cont'd on page 9*

10,000 in 8, cont'd from page 4

downhill and at the worst it is flat with not even a suggestion of an uphill slope again. The relief is palpable.

Like most of the challenge rides, there are two opportunities for each one in any year. The "take two" for the "10 in 8" took place recently on 20 August. While the weather forecast had been for a few showers, the day dawned with a light overcast, the rain did not eventuate and the maximum temperature was an ideal 20 degC. Andrew Candy and I were the only two to attempt the challenge this day and we used brevet cards to record the rides. We set off together but Andrew left me behind as soon as we started on the first hill after about 5km. The first 55km was relatively easy and took only 2h50m for an average of just over 19kph. I stopped at the Tomeo Service Station at the top of Gardiner Road and got a signature on my brevet card. The Magnum ice cream and orange juice just filled a gap very nicely. I filled a water bottle but the water was very metallic and undrinkable. I asked if Andrew had asked for his card to be signed there, but learned later he had stopped at the other service station slightly closer to Kelmscott. I saw Andrew again near the bottom of Canning Mills Road as I rocketed down and he was on the way up again.

I thought all was going well at the bottom of Mills Road with 72km completed, only three hills to go and the time still just under four hours. About 1km later, I was no longer sure as the legs were suddenly telling me they had had enough. 10kph with both front and back granny gears became 7kph and the rhythm changed to 40 pedals followed by a stop for a rest for another count of 10. Then it was 30 pedals and a rest of 10, then 20, then a full stop. Back to 50 pedals, rest, 40 pedals, rest, and so it went on. The top of Mills Road might have been all right except that I knew Canning Mills Road was about the same and was still to come. As I struggled up Canning Mills Road going nowhere slowly, another cyclist passed me doing perhaps 15kph and asked if I was alright. "No, I'm very tired (or words something like that)". But I did eventually get to the top, but the hour or so I was behind Andrew was rapidly stretching out to nearer to two.

Patterson Road was not as difficult as I expected after the previous two hills, but only because of the ability to zigzag. I did have to stop briefly 3 or 4 times to let cars

go past as there was just no possibility of my continuing to cycle straight up the road despite the granny gears. The final 5km of this last hill went very slowly but time was not really an issue. And then there was Water Wheel Road and the elation of knowing that the up hill pain had come to an end. The descent down Albany Highway was easy and there was a decent tailwind along the final 4km north back to Kelmscott allowing an easy 35kph even with tired legs. I was very grateful the wind was not in the other direction. The last 50km had taken 3h20m for an average of 15kph.

Andrew was waiting patiently for me so we could sign each other's brevet card even though I was now nearly two hours behind him. A couple of visits to KFC had helped him pass the time. But we had ensured a 100% success rate for those attempting the ride on the day.

The legs seemed in reasonably good order shortly after the end, but I think the feeling was probably more than a little deceptive. It is unlikely there had been a quick rebuild of the Narrows Bridge to make it steeper and longer going up from a couple of days earlier, but it sure felt like it the next day when I ventured over it!

(I trust the quoted gradients are about right - I have them verbally from a number of people - I have not yet downloaded the track from my GPS and calculated the gradients for myself). ~ John Faris

WINNERS CIRCLE

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

10,000 in 8 Saturday Aug 20  
Andrew Candy  
Brad Cleary (brevet 11/9)  
Lisa Cleary (brevet 11/9)  
John Faris

200km (brevet)  
John Faris (Sep 3)  
Brad Cleary (Oct 1)  
Lisa Cleary (Oct 1)

300km Saturday Sep 17  
Cancelled

Come to the AGM to find out who earned what awards this year!

IS CANNING BRIDGE A HERITAGE STRUCTURE?

Natalie James, a Cultural Heritage student at Curtin University, has asked for our assistance in gathering information that could help place Canning Bridge in the State Register for Heritage WA. The current structures date back to 1938 and 1958, but they have a history of continual crossing as far back as 1849.

Natalie is appealing to both the BTA and the CTA because of the numerous cycle trails associated with the area. If you have any information (or personal stories) that would emphasise the social importance of the Canning Bridge to the cycling community (both present and historically), please email her at: Natalie.james@student.curtin.edu.au

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, 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.
- 2. Electronic Hazard Report Form found on the bikewest website at www.dpi.wa.gov.au/cycling/hazard.html.
- 3. Postcard. Free postcards provided by Bikewest are available from the editor.

CYCLERAMA

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# The CTA Achievement Ride Series

The CTA conducts a series of Achievement Rides each year that will allow you to qualify for an award. A cloth badge is also available for each of the individual rides 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/160kms)	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).

*Trip to Perth and Return, cont'd from pg 7*

there also went for a dip. Wednesday went to town and visited most of the big shops. At night visited Prince of Wales pictures with Elsie. Thursday morning went to City Beach in afternoon went to the zoo at night went to Oxford pictures at Leederville. Cleaned up bike on Friday morning and a swim at Crawley Baths in afternoon. Went by car to Yanchep Caves all day Saturday (32 miles from here) went down the Crystal cave and it was wonderful the guide took ¾ of an hour to show us around, so it was worth the two bob also had a dip in their new baths. We all went to Cottesloe in the night. There is only one thing wrong and that is I with [sic] I had a mate as a fellow could catch all the brush he wanted. Rode out to Mrs Martin's place this afternoon and she made me stop for dinner when I got back I had another dinner. In the afternoon went to Scarborough, and at night went to church. Left Leederville for journey home at half past six arrived half way house non stop. Arrived 88 ½ miles from Perth at 20 past 1 after having dinner left again at 25 past 2. I managed to reach the 136 mile peg where I slept for the night. What with the cold and the mosquitoes I was just about done for in the morning. Left at daylight and reached Barker where I had to buy something to eat as I was that hungry. The time was ¼ to five when I reached home. Trip up 19 hours doing all but 17 miles as got lift. Trip back 22 (roughly) riding all the distance. Albany to Perth 254 mls.

*~Deb, with many thanks to Pam Edmunds and Stan Green.*



Supporting Cycling for over 60 years  
Road & Track Racing  
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# Fees Please:

CTA membership is from January 1 to Dec 31 each year.

- 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. If you are riding this year's (2005) "On Your Bike", please note that your complimentary membership extends to June 30, 2006. 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, and a library, to name a few of the material benefits.

# HOUSEKEEPING

Contact a Committee member, or send us an email, 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 (camp stove). By hiring, you can sample cycling touring without investing in lots of equipment. If you do de-

side to invest, you'll have a better idea of what you want for yourself. Cost is \$5 per 2 weeks, \$10 per month, plus a bond.

- 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.
- 4. **You have stories, pictures, or ideas for the newsletter.**

Email to [info@ctawa.asn.au](mailto:info@ctawa.asn.au)

# CTA CLOTHING



The CTA has logo clothing available for sale.

**Short sleeved Coolmax tops** in yellow with red stripes (XS-L) are \$85 each. We have not placed a reorder for sizes XL or XXL yet, so can't quote an eta yet, sorry. There is, however, still 1 of the older Turquoise and Green jerseys left, in size XXL on sale for only \$50.

**Black lycra knicks** (XS-M only) with 1 red & 1 yellow side panel are \$80 each. The Committee has decided **not** to reorder knicks going forward, so if you wear one of these smaller sizes and don't have a matching set yet, or need to replace your existing knicks, best get them soon!

**NEW!!! Cycling socks** in red and yellow, with the CTA logo at the ankle. These are a real bargain at \$10 a pair. 1 size fits 8-11.

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

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

