

# THE CHAIN LETTER

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

July / August 2007

Issue 195

## PRESIDENT'S REPORT

Here we are in the cooler, shorter days of the year but there are lots of things to plan and look forward to. The first is the 'On Your Bike Tour' (OYB). If you haven't already sent in your form, you have unfortunately missed out, as this year's tour booked out in record time.

The alternative is to go on "Ride For Life", a 15-day, small group tour through Vietnam & Cambodia, departing from Perth 18 October 2007. Cost is \$3,999 per person, with World Expeditions making a \$1,000 donation to The Leukaemia Foundation. World Expeditions organises many other cycle trips, and makes significant donations to the Fred Hollows Foundation and to the countries they visit. See [www.worldexpeditions.com](http://www.worldexpeditions.com) for a tour that suits you.

Preparations are well in hand for the National Parks Full Pannier Tour, under the guidance of da Tour leader Kleber. There is still time to book your spot and join the 14 who have already committed to going. Flexibility is being built into the trip by not booking the accommodation for each night, which will allow changes to be made as a result of information picked up during the trip. This lesson was learnt on the New Zealand Tour, where we changed the original route. I would urge those who are considering coming on this tour to make the decision to come. Once the decision to go has been made there are only good things to look forward to (the memory of the hard days in the saddle fade over time)! I look forward to what promises to be a wonderful tour which will be talked about for years to come. More detail is available in the Plan Ahead section of the Calendar.

Winter here means it's summer in the Northern Hemisphere with the Tour de France starting on the 7<sup>th</sup> of July. Connie and I will be watching the nightly highlights on SBS with interest. After my tip for last year withdrew from the tour under a drugs cloud I am not prepared to make any predictions. Check

out the Official web site at [www.letour.fr/2007/TDF/presentation/us/infos.html](http://www.letour.fr/2007/TDF/presentation/us/infos.html) This year the tour starts in London and goes through Belgium before travelling around France in a clockwise direction, with the finish on the famous cobal stones along the Champs-Élysées. As always, it promises to be a magnificent race.

You may recall last year we adopted a new constitution, however, some of the rules don't comply with requirements (from the Department of Consumer and Employment Protection) in regard to dissolving the Club. I am giving advanced notice that we will be asking members at the AGM to vote on minor adjustments to the constitution to resolve this. Details of the amendments will be in the next Chain Letter.

It is with sadness in our hearts that we hear of the passing of Sue Nilan, whom many of the older members will remember. She was a strong rider, and heavily involved with the club before starting a family. Sue and husband Mark joined the club as a result of the '92 "On Your Bike" tour. They served on the committee the following 2 years, Sue as Secretary, and Mark as the Social Secretary. During Sue's time on committee, the very popular progressive dinners were introduced. They led a small group on the Morrison trail in SA in 93, and were active leaders of rides and weekends away. Mark was awarded the Cycle Tourist of the Year award in '93, although it was as much in recognition of them as a team. Sue (with four other women) completed an Opperman 24-hour event, and she completed the Super Achiever series several times. They took part in the Bicycle NSW tour. In her mid forties her life has been cut short. Our thoughts go out to Mark, their children (Holly, Fraser, Liam, & Geordie), and Sue's parents Dale and Joan.

*Noel Fddington*



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**NEW MEMBERS**

A hearty welcome is extended to the **numerous** new members who have joined since the last newsletter.

- Robert Allen
- David Brown
- Simon Coulson
- Sandy Crossman
- Sarah Cutts
- Pam Grace
- Rhonda Hunter
- Paul Loring
- Visa Lumivirta
- Bruce Pope

# CYCLING TRIVIA

**Last issue we asked:**



Who is this man? Hint: Look at the type of bike he's riding—he invented it.

The correct answer is: This man is Gary Fisher. Although no "one" person invented the mountain bike, Gary Fisher was one of a small group of counter-culture young men who were deeply involved in its initial development. The group included Gary Fisher,

Charlie Kelly, Joe Breeze, Tom Ritchey and Mike Sinyard, who all started riding old coaster-brake, newsboy bikes on the dirt trails of Mount Tamalpais for kicks. The 6 key characteristics of the bikes they developed were: fat tires, upright riding position, flat handlebars, wide-range gearing, good brakes and a heavy duty design for off-road use.

In 1979 Gary Fisher ordered 10 custom built frames from Tom Ritchey, and founded a company called MountainBikes with Charlie Kelly. Tom Ritchey did not own any part of MountainBike company, which led to problems and an unhappy breakup at the end of 1983. Gary Fisher is now the President of the Fisher Bicycle Corporation, a Division of Trek. Tom Ritchey heads his own company, Ritchey Designs, and Mike Sinyard owns a company called Specialized.

**Next Question:**

Who was the first rider to win the Tour de France using a Shimano groupset, and in what year did they do it?

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

**DEADLINES:** Contributions for the next issue (Sept/Oct) should be sent to the Editor no later than Thursday 16 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.

## FUTURE TOUR Expression of Interest

New Zealand 2008. The CTA visited the South Island in 1992. Since then, a number of members have visited NZ and we have all read their exploits!

Do you want to go? I do! So in 2008 I'm visiting New Zealand between the months of January and March and will be back in Oz in time for "Le Tour 2008" Current thinking is to do some cycling, sea kayaking and train journeys on both islands.

Are you interested? If so contact Tony via phone 9881 2331 (H) or email on [tony.humphreys@mainroads.wa.gov.au](mailto:tony.humphreys@mainroads.wa.gov.au) and we can start our planning.

## REFLECTIONS CAFÉ, FREMANTLE

Located in South Terrace Plaza (off Market Street, opposite the Pickled Fairy), the new owners are opening daily at 8AM if you fancy a cuppa on either side of your early morning ride.

## CTA Overnight Pannier Tour

Saturday and Sunday 24 & 25<sup>th</sup> March 2007

Group Members: Kleber, Gerry, Bruce, Jude, Lance, Patricia & Dennis

The group, minus Lance and Patricia, met at Armadale railway Station at 1:00PM. There were a few minor dramas: "We lost Gerry." He was found, after a short search, in the queue at Chicken Treat—he was refueling for the ride.

We set off with Kleber in the lead at around 1:30pm. Simon, who had organized the ride, had injured his knee and had to pull out at the last minute. Kleber bravely stepped in to take his place. Last I heard Simon was making good progress.

After leaving Armadale station we headed South to Mundijong, picking up Lance and Patricia on the way. Generally we followed the reverse path of the 100km ride. This was pleasant except for a group of young hoons who tried to make our day a little more exciting.

At Mundijong we stopped for afternoon tea at Dots Teagarden. It was so nice there that we decided we would stop there again on the way back.

From Mundijong we rode the last few kilometers to Serpentine. After a quick stop at the local wine shop we rode to the Camping Ground and set up camp for the evening. The camping grounds were better than expected with a well appointed camp kitchen and a very clean ablution block with good hot showers. The main thing missing was a fridge which would have been very handy to keep the wine cool.

Each of the group had packed a little differently. Kleber and I had two rear panniers, Jude and Gerry had front and back panniers, Bruce had a Bob Trailer, and Lance and Patricia had brought their imported trailer from America.

It was very interesting to see the different types of tents and camping gear that everyone had brought along.

After setting up camp we all rode to Serpentine Falls, where several of the



Left to Right: Ann, Bruce and Kleber at Serpentine Falls

group decided to have a swim. We met a group of young people at the falls who couldn't believe we had ridden from Armadale. After the swim and a few nibbles we headed back to the camp.

As soon as we returned to camp everyone set about preparing the evening meal. We all set up on a vacant caravan bay concrete slab and immediately divided into two groups: the Trangia mob, and everyone else.

It all worked out very well and every-

one seemed to have a pleasant relaxing meal which was washed down with a nice glass of wine or cup of tea or, in Gerry's case, a can of Coke.

Again it was interesting to see what everyone brought with them and how they prepared their meal. Lively discussion followed, on the merits of such things as fuel bottles, and where to store them on the bike. Storing them in a third water bottle holder under the bike frame seemed to be a popular choice.



Left to Right: The editor thinks this was the Trangia Mob: Kleber, Jude, Patricia, Dennis & Jerry

## RISKS OF INJURY



Above, Kleber scrutinising his food. Below: Patricia's caption: Kleber demonstrates the minimalist approach to bicycle touring at Serpentine Falls. Reducing weight by cutting toenails and avoiding taking unnecessary clothing are all important. Using someone else's scissors is also recommended to save weight.

Issue 193 of The Chain Letter carried some interesting comments on the injuries to cyclists. The report included reference to an Australian study on injuries to cyclists and a study conducted in Bath on passing distances of cars related to the wearing of helmets. These two studies were lumped together under the "Cons" of wearing helmets. This was balanced by a small section on the "Pros" of wearing helmets.

There is an implication in the way in which the Australian study is reported that it found that wearing a helmet provides no useful protection (or possibly even that there is a disadvantage to wearing one). This is a little mischievous. The study points out, quite correctly, that in an accident involving a car and a cyclist, the car almost invariably wins and a helmet doesn't help. Nobody should be surprised at this at all. A helmet will not and is not expected to help in an accident in which the cyclist suffers multiple injuries. This is, unfortunately, the situation in most intersection accidents where a car hits a cyclist. At collision speeds over 40kph (and often even at lower speeds), the cyclist is likely to suffer major internal injuries and massive internal bleeding is unsurvivable. In such accidents, whether there is a head injury is somewhat immaterial – the cyclist is dead either way.

What a helmet can and will do is reduce injury and sometimes prevent death when the cyclist suffers an isolated head injury. For example, the bike hits something and stops but the cyclist keeps going and flies head first over the handlebars. In accidents such as this, injuries to the other parts of the body are likely to be relatively minor and any other injuries survivable. (The exception is that landing on one's head can break your neck and a helmet won't protect against a neck injury). The long term outcome in such accidents is often determined solely by the severity of any injury to head. A helmet will make a significant difference in such cases and may well mean the difference between going to hospital or just picking up your bike and walking home. It is also likely that isolated head injuries to cyclists wearing helmets are significantly underreported

simply because the helmet has avoided serious injury. Those with isolated head injuries do serve a purpose as a source for organ donors, but almost worse still, the victims may remain brain injured for the rest of their lives, no longer able to work, love or look after themselves, may suffer post traumatic epilepsy, and at times some are little better than a vegetable.

The study by Ian Walker from the University of Bath is really interesting but is also being selectively misquoted by those who don't want to wear a helmet. The study looked specifically at passing distances of cars overtaking cyclists on suburban streets. Overtaking accidents comprise only 4% of cycle accidents in the UK reported by cyclists in surveys of cyclists but 13% of officially reported accidents (which are more likely to be injury accidents of course). As the Australian study showed, intersection accidents are much more common. And neither overtaking or intersection accidents are likely to be accidents in which a helmet could be expected to make much difference. So Walker's study looked at only a small proportion of accidents and this needs to be kept in perspective.

Nevertheless Walker's paper (not just the summary which has been more widely circulated) is interesting to read. (I have obtained a copy of the full paper from the author and can forward it to anybody sufficiently interested). The study looked at four potential factors in overtaking accidents: wearing a helmet, riding distance out from the side of the road, size of the passing vehicle and apparent gender of the cyclist. The study had the rider dressed as a commuter, in work clothes, appearing to be aged in his/her 30s, and on a hybrid cycle. (The bike was a Trek so he must be OK). There is a discussion on other factors that might affect driver behaviour such as a youth (who might be perceived as irresponsible) or a lycra clad cyclist on a road bike, but these factors were not included in the study.

The study had the cyclist riding through towns with an ultrasonic range finder hidden in the panniers. He varied his distance from the kerb from 0.25m to 1.25m and alternated whether he wore

Sunday morning saw us all up early having breakfast and then breaking camp ready for the ride back.

We headed off just after 9:00am riding back to Mundijong for morning tea. Then instead of returning to Armadale we rode to the freeway and followed the freeway bike path back to Perth.

All in all this was a great trip. I believe everyone on the ride enjoyed themselves.

~Dennis

a helmet or not. A video camera recorded the vehicle type. Some 2355 overtakings were analysed. Although the study could not blind the cyclist whether he was wearing a helmet, the design and size of the study suggests that the cyclist behaviour did not change and this was not a factor. Wearing a helmet and distance from the curb accounted for 8% of the variance in passing distance; although this might seem small, it was significant. Wearing a helmet made a difference of about 8cm in mean passing difference. Although the change in mean difference was very little, the study analysed the number of "near calls" where the overtaking vehicle was considered to have passed dangerously close.

Wearing a helmet or not has to be put in perspective with the distance of the rider from the curb. The study suggested that increasing the distance of the rider from the curb by 1m lead to vehicle moving out only 73cm. Accordingly, distance out from the curb made a difference of 27cm on average or 3 – 4 times as a large an effect as wearing a helmet. As a first approximation, Walker suggests the vehicles maintain somewhat of a straight line and the cyclist moving out into the road does not force the vehicles out more.

While wearing a helmet increased the close call rate 1.4 times, being 1m or more out from the curb increased the risk of a close encounter by over 7 times and was much more important effect.

Finally there was an interesting anomaly in the data (although this is not mentioned in the summaries of the paper). When the cyclist was riding exactly 1m from the curb (N= 469), there was no significant difference in overtaking distance (and the trend was actually in favour of a greater passing distance with wearing a helmet). The author is unable to offer any explanation for the anomaly but it does, in my view, call the whole study into question.

The author suggests that riding between 0.5 and 0.75m from the kerb is a good balance between missing debris and drains without unreasonably increasing the risk of a close call from an overtaking vehicle.

The study also looked at apparent gender of the rider and the size of vehicle.

When the author wore a wig and looked female, the passing distance increased on average by 14cm. Not surprisingly, large buses and trucks pulled in too quickly and were overly represented in the close calls. A little surprisingly perhaps, SUV drivers were no worse than small car drivers despite the reputation many SUV drivers have of being inconsiderate on the roads.

It was interesting driving a car following the 100km achievement ride recently. Many of our club members rode well out into the middle of the road, in some cases on Jarrahdale Road riding two or three abreast and the outer rider less than 1m from double white lines where a car could not legally overtake. On a couple of occasions, I was forced to slow to 20kph for some distance to be safe – and obviously I was being very cycle conscious. I suspect many other drivers would have slid past and left very little room. I also worry about two cyclists – both males in their 20s or 30s - I see most mornings going to work neither of whom wears a helmet – although one does have his helmet strapped to the handlebars presumably to put on when he is closer to the centre of the city and more likely to encounter the local constabulary. This cyclist also often has neither hand on the handlebars and if I see him at night on the way home he has no lights, so I guess I should not be too surprised about the helmet!!

But returning to Walker's study, the big message should be that riding distance from the curb makes a big difference to the risk of being hit by a passing vehicle. The old adage that moving out into the road forces the vehicles out of your lane was not upheld by the study. Wearing a helmet makes a very much smaller difference to overtaking distance and is not really the main outcome of the study. Overtaking accidents are the minority and care at intersections is much more important but in any accident between a cyclist and a car, a helmet may not make a large difference to outcome. However, on the many dedicated cycle paths in Perth, helmets can only be protective. On cycle paths, debris, wayward pedestrians and other cyclists are the main hazards and isolated head injuries are more likely – just what a helmet will assist..

~John

## 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 7:40—8:00am**

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

## CTA APPLAUSE TO:

**IGA**  
**2838 Albany Hwy**  
**KELMSCOTT**  
**9390 5849**

Once again, an IGA makes it into our CTA Applause Section. On the 29th of April, when we showed up for the 5000 in 4 Achievement ride, the organisers hadn't realized that the public toilets at Kelmscott Railway station were closed! Several of us begged to use the employee toilets at the IGA, and they most graciously agreed. Many thanks!

# Bikewest



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

## CTA CAMPAIGN AGAINST BROKEN GLASS

CTA link: <http://www.ctawa.asn.au/news/> As mentioned before, please offer your support for Government moves for a container deposit scheme to reduce the amount of lacerating container debris. Together we can help counter the industry campaign against deposits on bottles and greatly reduce the amount of glass and punctures. The Bicycle Transportation Alliance is also supporting the broken glass campaign: <http://www.btawa.org.au/%7Ebtacampaigns/current.shtml>

**Please send an e-mail or write to:**

The Hon. Alannah MacTiernan  
Minister for Planning and Infrastructure  
13th Floor, Dumas House  
2 Havelock Street  
WEST PERTH WA 6005  
e-mail: [alannah-mactiernan@dpc.wa.gov.au](mailto:alannah-mactiernan@dpc.wa.gov.au)

**AND**

The Hon. David Templeman  
Minister for the Environment  
29th Floor, Allendale Square  
77 St Georges Terrace  
PERTH WA 6000  
e-mail: [david-templeman@dpc.wa.gov.au](mailto:david-templeman@dpc.wa.gov.au)

Also, **report as much broken glass as possible** in hazard reports to [Cycling@dpi.wa.gov.au](mailto:Cycling@dpi.wa.gov.au) or on the DPI web report system at <http://www.dpi.wa.gov.au/cycling/2345.asp>

## CTA BUMPER STICKER

The following suggestions for a CTA bumper sticker have been submitted so far:

- Take the ride of your life!
- The ride of your life!
- Join us for the ride of your life!
- Wheels in motion!
- Wheelie good!
- Wheeling around!
- We'll pedal anything!
- We let the good times roll!
- We don't lose our bearings!
- "Touring" up the country side!
- Are you tired of flats?
- Always in the right gear!
- Never in the wrong gear!
- Shift up a gear!
- "2 wheels good - 4 wheels bad" (for all you "Animal Farm" readers!)
- Our wheels are well spoken!
- Get on the sprocket rocket!
- Gear up for fun!
- Off de rail-leurs!!
- Crank it up!
- So much more than cycling!
- More than just cycling!
- Gear up for a good time!
- Much more than just cycling.

If you have favourites, or if you have any of your own to suggest, please email them to me ([debpalacios@optusnet.com.au](mailto:debpalacios@optusnet.com.au)) by July 31st, so the committee can review and vote.

## WHEN HELMETS WON'T HELP:



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## Lift out Rides Calendar Page for July/August 2007

### 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 July 1

#### Come Fly With Me

65-70km, Moderate-Brisk, Hilly. Meet at the Midland Railway Station at 8:15am for an 8:30am take off. A good training ride for next week's 5,000 in 4 Achievement ride Take 2. We'll take off from Midland and glide up Red Hill for a short stop over at Gidgegannup. Once the fog has lifted we will continue our flight just skimming the tops of the hills on our way to Chidlow. It's then only a short hop to our lunch stop at Mundaring. After the hostess has cleared our tables we set off for the final approach to our destination in Midland.

Chief Pilot: Kleber 9354 7877 (H)

### Sunday July 8

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

55km, Moderate, 8:30am for a 9:00am sharp start. Meet in the car park behind the "Supa Valu" store at the corner of Albany Highway and Gilwell Avenue, Kelmscott for registration and map/ride description. This course promises 5,000 feet of uphill and downhill around Armadale and Roley-stone. The time limit is 4 hours, and once again, even though that's only an average of 14km/h, it will feel like more. **Participants MUST BOOK at least two weeks prior to the ride and there is a \$10 fee for non-members.**

Organiser: Tom 9444 4107 (H)

### Wednesday July 11

#### Social Night—Cycle Touring Cooking

7:00pm for a 7:30pm start, Loftus Street Community Centre. Heading off for a weekend, a week, or a year, the food you put in your tummy will make a difference to your entire experience. Come and learn about camp cooking, cycle-touring style. There will be a chance to listen to experi-

enced cycle tourists discuss food supplies, favourite stoves, and how to cook up a great meal. See them cooking in action, and then sample their end results. Bring your own favourite recipes or cooking tips to share.

Contact: Jude 9328-9952 (H)

### Sunday July 15

#### Down & Dirty With Dave

65-70km, Moderate-Off Road. Meet at Joondalup Station at 8:00am for an 8:30am start. We will ride around Lake Joondalup up through what remains of the Wanneroo vegetable farms, then onto the "limestone" towards Bullsbrook. We can stop for some refreshments along the way but bring plenty of water. There are a couple of options for the way back but the pines are looking good.

Leader: David 9405 8540 (H)

### Sunday July 22

#### Biking The Lakes District

35 - 40 km Leisurely. Meet at Hyde Park, Lake Street corner, ready for a 9:00am departure for a gentle exploration of some of Perth's Northern Lakes District. We will visit Lake Monger, Herdsman Lake, Jackadder Lake and ride through to Lake Gwelup before a return journey. Bike paths and quiet back streets, with a stop for scones and tea somewhere along the way.

Leader: Jude 9328 9952 (H) or 0422 654 244 (M)

### Fri/Sat/Sun July 20-22

#### Christmas in July

Moderate. Approximately 70km per day. This winter we will be celebrating Christmas at a lovely home-stay a short distance from York. The CTA has stayed at this property many a time which is a "luxury home" away from "home". A highlight

(and hopefully one of many for the week-end) will be to relax in the outdoor spa while admiring fantastic views of the Avon valley. The property has a fully equipped kitchen and outside BBQ and bedding to sleep 16 people inside, or if you book too late you can camp on the lawn. Day rides will be planned (to suit the participants that come along) for both Saturday and Sunday. If it is too wet and windy for your liking then you can stay put and play cards and board games (there are plenty available at the property). The ride on Saturday will start at 10am so that participants driving to York in the morning will have time to get there. The "Christmas night" is your choice – either "cook / BBQ in" or "eat out" in York (~6km). On booking please advise if you intend to arrive on Friday evening or Saturday morning. Cost per person is: \$20 per night if sleeping inside or \$12 per night if camping. Book early to avoid disappointment!

Leader: Ann 9444 5160 (H)

### Sunday July 29

#### 100 km Achievement Ride 2

100km Moderate. 8:30am for a 9:00am sharp start. Meet at Armadale Railway Station for registration and map/ride description. 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 40mins (average 15km/h). **Participants MUST BOOK at least two weeks prior to the ride and there is a \$10 fee for non-members.**

Organiser: Colin 9418 1571 (H)

### Sunday August 5

#### Lucia's Undulations

30km Social-Leisurely. Meet at Raffles Hotel car park at 8:45 for a 9:00 start. A

short ride with a few small hills to keep it interesting. We will head towards Fremantle via Wireless Hill, encountering a few ups and downs through the suburbs down to Riverside Road East Fremantle. We will then follow the river cycle path winding our way up to Attadale for a coffee stop at the Prinz of Vienna Café/Bakery, before returning back down to the Point Walter, up to Heathcote and then back down to the Raffles. Please note all this ascending and descending will be at a social pace.  
 Contact: Lucia or Tony 9313 1214 (H)

**Sunday August 12  
 Roe Ya Boat**

50km Les-Mod. Meet at Thornlie Station at 8:15 for a start at 8:30. We will head along the Roe Highway bike path and wander around other places along the Swan and Canning rivers. Needless to say there will be at least one stop along the way for coffee and maybe even two depending on how we feel on the day. Please be gentle though as it's my first time leading a ride.  
 Leader: Jeremy 9493 2237 (H)  
 or 0412 886612 (M)

**Wednesday August 15  
 Social Night – Keep on Riding**

Doors open 7:00pm for a 7:30pm start. Loftus St Community Centre, Leederville. No dog is too old to learn new tricks. Learn aspects of bicycle mechanics, from preventative maintenance and adjustments to on-road breakdown repairs. From the types of spares, tools and bits and pieces some people carry with them, to puncture repairs and how to reduce their incidence. Hear about problems other people have experienced on the road and how they were overcome. Learn how you might avoid these problems in the first place. Ask those difficult questions.  
 Contact: Gerry 9453 1441 (H)

**Sat/Sun August 18-19  
 Tootle to Toodyay Weekend**

Total distance for the two days is 154km. Touring pace only. This weekend will be a towel, soap and undies tour that will suit those who are tentless, or the full pannier tourists that are going on the 7 day pannier tour in two weeks time. We have been able to negotiate a three course dinner-accommodation-continental breakfast deal at the Freemasons Hotel for \$70/head. Please book with the tour leader no later than Friday August 10, so that participant numbers can be confirmed with the hotel.

**Saturday August 18th.** 87km. Meet at Midland Railway Station at 8:45am for a 9:00am departure. We will travel via Darlington to Mundaring for a coffee break.

Then on back roads passing through Chidlow and Wundowie to lunch at the bakery in Bakers Hill. We then pass by Clackline and Hoddywell Archery Park to Toodyay. Now is the time to relax, have a shower, and enjoy the company of your friends with a few drinks and dinner.

**Sunday August 19th.** 67km. We will depart Toodyay at 9.00am and pass through Lloyd Crossing to Toodyay Road, and then on to Noble Falls to lunch at Gidgegannup. To end a wonderful weekend we cruise down Red Hill to Midland.  
 Leader: Kleber 9354 7877 (H)

**Sunday August 26  
 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: Allan 9885 8067 (H)

**Sunday September 2  
 Tri A National Park Ride**

70km. Brisk and Hilly. Meet at 8:15am for an 8:30am start at Midland Railway Station. This ride will take you through three of our National Parks: Greenmount, John Forrest, and Kalamunda. We will replenish empty tanks in Kalamunda at our favourite 'Cycle Friendly' café, and then it's all down-hill back to Midland.  
 Leader: Ann 9444 5160 (H)

**PLAN AHEAD**

**Sat—Sun September 1-9  
 "We've Been Sprung" Pannier Tour**

Presently being planned, around Cape Leeuwin. A tentative itinerary is Busselton to Dunsborough (35km), rest day, Margaret River (39km), Hamelin Bay (41km), Augusta (19km), Sues Bridge (51km), Nannup (54km), then back to Busselton (58km). Expressions of interest & offers to help (and money!) gratefully accepted.  
 Leader: Simon 9271 2959 (H)

**Sat-Mon Sep 29– Oct 1  
 Queen's Birthday Long Weekend**

Following on from the roaring success of last year's QBLW in Dwellingup, this year's event is in Jarradale. We'll stay at the environmental centre next to Jarradale General Store, and do day rides both on and off-road. Numbers limited to 25 at the environmental centre. Overflow may stay at the pub.  
 Leader: Colin 9418 1571 (H)

**Sat-Sun Oct 6-14  
 On Your Bike 2007  
 Wandering Valleys  
 Tour**



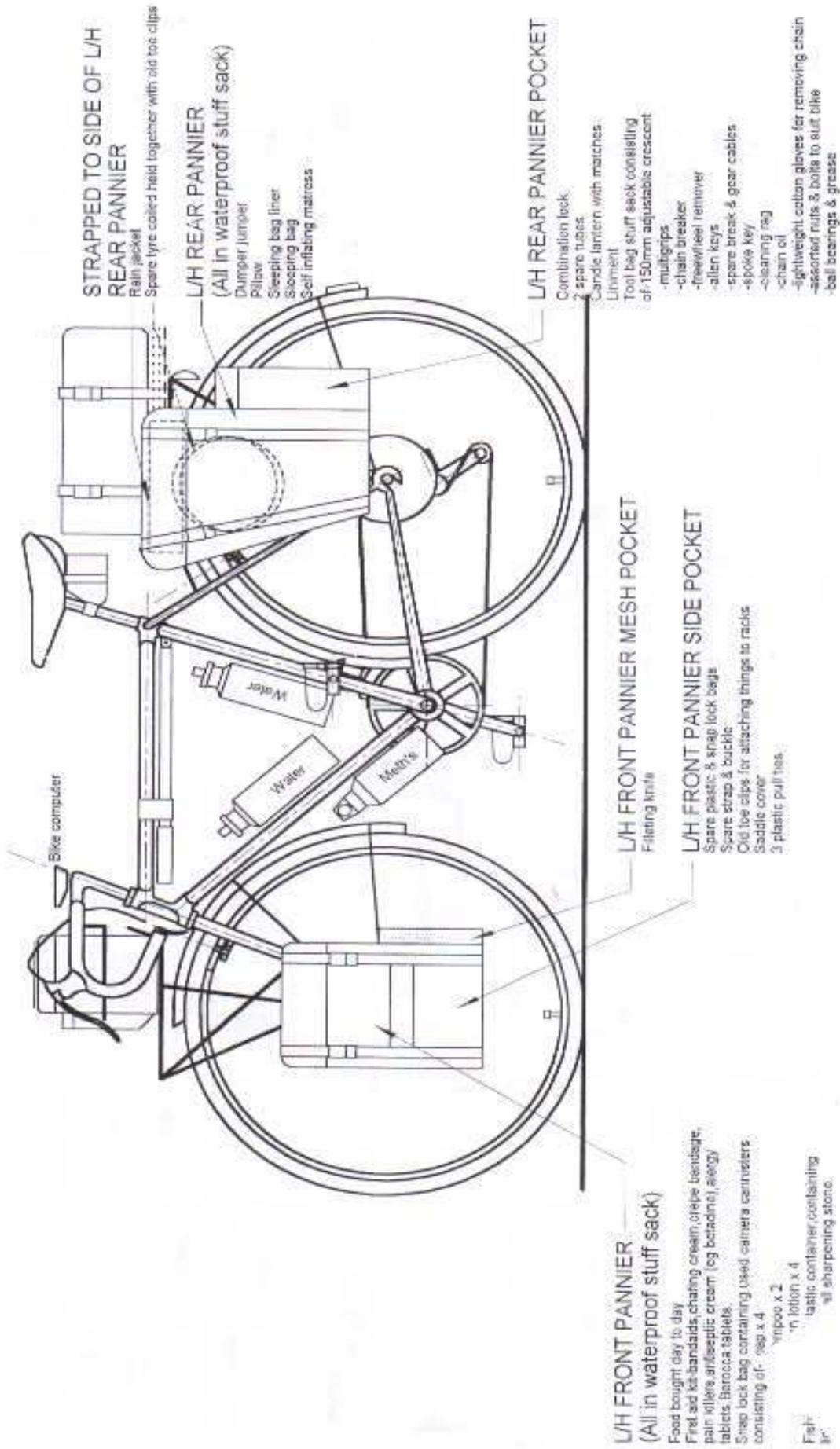
Congratulations to all that have made it on tour. The tour is now fully booked. Your tour booklet will be sent to you late August.  
 Leader: Allan Duff 9885 8067 (H)  
 Email: [oyb@ctawa.asnau](mailto:oyb@ctawa.asnau)

**April 26 - May 31, 2008  
 SE QLD - NE NSW Full Pannier Tour**

Only 10 months to go before the start of the Tour. We're on our way. We have fifteen lucky people already registered to go on the Tour, and seven of us have booked our flight to Brisbane. If your name DOES NOT APPEAR in the following list, and you intend to go, contact me asap to register. Nonie Allen, Kleber Claux, Brad & Lisa Cleary, Devo, Peter Eckersley, Noel & Connie Eddington, Tony Humphreys, Terry Manford, Michael Norman, Sue Piesse, Colin Pearce, Colin Prior and Bruce Robinson. The Brisbane Bicycle Touring Assoc. is very kindly running a special ride for our group on the Sunday of our arrival. The four week option has been removed from the itinerary. Don't forget that both 3 and 5 week tour options are to arrive in Brisbane on Saturday April 26 2008. Noel is very kindly helping out with the design of the tour shirt. It would be good to see those intending to go on the tour, to make every effort to participate in some of the upcoming tours being offered: Social Evening - camp cooking demo July 11, Christmas in July 20-22, "Tootle to Toodyay" Weekend Pannier Tour August 18-19 and "We've Been Sprung" Full Pannier Tour September 2-9.

A few more snippets of info of where we are going: The dense rainforest of the Washpool and Gibraltar national parks flanks the road along a very scenic section of the Gwydir Highway. Washpool National Park is renowned for its World Heritage-listed rainforest, including the world's largest stand of coachwood rainforest: the Willowie Scrub. Near the park's entry, the Granite lookout provides views over the park's southern section. For a taste of what the park has to offer take the Coombadjha Walk (one hour return) from the Coachwood picnic area along Coombadjha creek.

Save a da money and da leave for da tour.  
 Tour Leader: Kleber 9354 7877 (H)



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**LETTER TO THE ED.**

How humble and flattered I feel to be described as a legend in the CTA newsletter! Thank you for your very kind words and credit for so many things, some of which belongs to others, but thanks anyway.

The way the '10,000 in 8' came into being is a story worth telling: At a CTA gathering long, long ago someone, whose identity is lost in the mists of time, but I suspect it was Neil Porteous or Bob Mortimer, suggested we should emulate the British CTC and organise such an event. I was delegated to map out a route as I lived in the area. So, one cold wet winters night after tea I sat by a roaring log fire with a large scale contour map of the hills and a good bottle of port. Perhaps it was the port but the hills didn't seem nearly as steep that evening and I am sure the cartographer had missed several contour changes! Anyway by late evening we had the rudiments of the '10,000 in 8' course mapped and not much port left. The first time I rode the course I used a double chainwheel but for the actual event I used a triple chainset from a mountain bike—Hill Street towards the end of the event is always a challenge even in 'granny gear'.

May I suggest that the profile of a CTA member who helped shape the association as we enjoy it today be made a regular feature of the newsletter. Names like Jim Harwood, Wayne Lally and Dale Neill sprint to mind as people who gave so much of themselves to create the excellent organisation we enjoy today.

Yours sincerely,  
Bob Stockman.

*Editors note: I will definitely pursue this suggestion, but it won't be in the next issue, as I'm off to the US shortly and won't have time to do an article justice in the Sep/Oct issue...but look for it after that!*  
~Deb

Don't judge a person till you have ridden a mile on their bike. If after one mile you can't agree then remember.....you are one mile away AND you have their bike!!!!**Moral: GET INTO CYCLING ANY WAY YOU CAN!!**  
~Leon Ebbelaar  
TravelSmart oFicer, City of Melville

**Mentioned In Dispatches (MID)**



3 Personal Bests on one ride: Denis French, Michael Antonio & Grant Gregory all did PB's on the 160km and then AGAIN 2 weeks later on the 200km! They are pictured above (from left to right), with Colin & Liz.

Many thanks to Mark Ewing for doing the support for the 200km Achievement Ride.

Rumours have persisted around the club that Bruce has been seen wearing cycling shorts. We now have photographic evidence that this is, in fact, the case. See for yourself in the photo to the right:

Special mention to Richard Marshall, who completed a PB of 115km **on the 10,000 in 8 Achievement Ride**. The 10 in 8 is well known for its difficulty—but to achieve a PB at the same time is really something! See the proud man below.



If I have indeed missed you, or someone you ride with, please accept my apologies, and email me the achievement, with a photo if possible. We already have some new "first time ride leaders" to acknowledge in the next issue!

## SEND US THE BEST CAPTION!

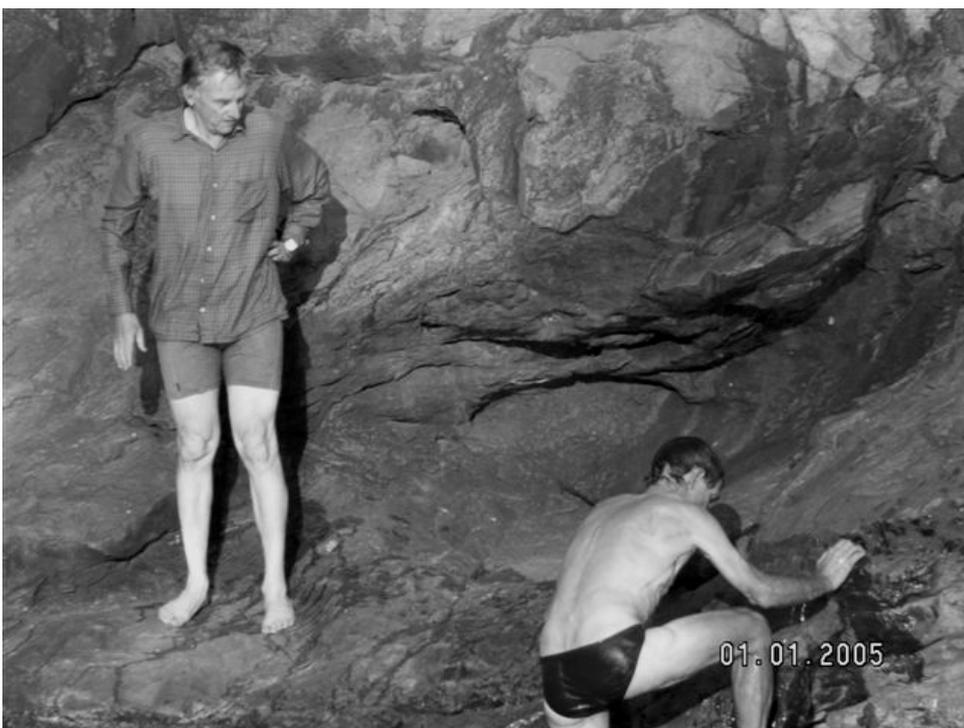


We one submission (from Mike):  
 "I know he thought my bike was a heap of junk, but maybe if I be real nice, he might rescue it from under the junk heap!" (from Mike)

But I'd caption this:  
 "One man's bike is another man's junk...,  
 or is that one man's junk is another man's bike?"

In any case, no prize will be awarded this issue (sorry Mike).

Try your hand with the one below...Send us your best caption and win a pair of CTA socks. Email [info@ctawa.asn.au](mailto:info@ctawa.asn.au), attention The Editor—or call me on the number listed on page 2. Feel free to submit any great photos too. ~Deb



## 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. And if you do decide 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)

## 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.

Remember, you can now report glass on the roads as a hazard!!!

# The CTA Achievement Ride Series

The CTA conducts a series of "Achievement Rides" each year. These rides provide you with a graded set of challenges. Each ride must be completed within the set time limit, but is otherwise non-competitive in nature. Each ride is supported by a volunteer and the series is coordinated by the "Achievement Rides Administrator" (see pg 2 for contact details).

The rides are run twice a year ("Take 1" and "Take 2"). "Take 1" rides are always run, but you should register at least 10 days beforehand. "Take 2" is only run if at least 3 people are registered 2 weeks beforehand so you must register. To register phone or email the "Achievement Rides Administrator".

### Ride Time limits

To be considered "successfully completed" a ride must be completed within the time limit. Upon "successfully completing" a ride you may purchase a cloth badge at a cost of \$5 each.

Ride (Normal)	Time Limit
50km	3 hrs 20 mins
100km	6 hrs 40 mins
Century (100 miles/160kms)	10 hrs 40 mins
200km	13 hrs 30 mins
300km	20 hrs

Ride (Hills)	Time Limit
5,000 in 4 (5,000 feet of hills)	4 hrs
10,000 in 8 (10,000 feet of hills)	8 hrs

For any additional information, please contact the "Achievement Rides Administrator" see page 2 for contact details.

### Ride Series

The rides are grouped into series, and an award is available for "successfully completing" a series. A member can only nominate for one award per year.

Series	Rides
Merit	50km 100km 5000 in 4
Challenge	50km 100km Century 200km 10000 in 8
Super Achiever	50km 100km 200km 300km 10000 in 8

A longer ride may be substituted for a shorter ride as long as it is of the same type (eg Normal / Hills)

### Using Brevets

If you are unable to attend one of the official CTA rides, then you can complete the ride using a CTA brevet card. Brevet cards and route descriptions are available from the "Achievement Rides Administrator". Completed cards must be returned to "Achievement Rides Administrator" as soon as possible after the ride (within 2 weeks) and absolutely no later than **four** weeks before the AGM (so turn them in before Oct 27, 2007).

### Support for Achievement Rides

If you can help support any of the Achievement rides, your mileage (odometer reading from when you leave your house for the ride, to when you return), will be reimbursed at the rate of \$.50/km. Other related expenses will also be reimbursed if you provide receipts.

## ACHIEVEMENT SERIES AWARDS

### 5000 in 4 Achievement Ride Sunday 29 April 2007

- Robert Allen
- Michael Antonio
- Ken Black
- Brad Cleary
- Lisa Cleary
- Simon Coulson
- Sandy Crossman
- Noel Eddington
- Dennis French
- Devo
- Robert Ghilarducci
- Mike Holland
- Rhonda Hunter
- Bob King
- David Lewis
- Paul Loring
- Liz Marshall
- Richard Marshall
- Bruce MacPherson
- Deb Palacios
- Colin Prior
- Bruce Robinson
- Rowena Scott
- Irenie Shaw
- Gerry Ten Bokkel
- David Van Zyl
- Ann Wilson

### 200km Achievement Ride Saturday 12 May 2007

- Michael Antonio
- Dennis French
- Grant Gregory
- Liz Marshall
- Colin Prior

### 10,000 in 8 Achievement Ride Saturday 9 June 2007

- Michael Antonio
- Dennis French
- Grant Gregory
- Paul Loring
- Liz Marshall
- Richard Marshall
- Colin Prior
- Nigel Reynolds
- Bruce Robinson

## FOR SALE

Dahon Xelios XL Aluminium folding travel bike. Comes with Shimano Nexus 8 speed internal hub, Cane Creek suspension seat post, Rolls San Marco saddle and original Dahon bike luggage case to pack bike when traveling. For pics and info: email davidphilip@yale.com or phone 0422 026 528.

## FRENCH CLASS

If you're tempted to cycle tour in France, here's your chance to learn the lingo (from a cyclist, no less):

FRENCH CLASS—Intermediate to Advanced level. Conversation and grammar in a relaxed atmosphere over morning tea.

Fridays 10.30 to 12.30  
call Maureen on 9409 2870

## MEMBERSHIP DETAILS:

CTA membership is from January 1 to December 31. After June 30, part-year memberships apply (to new members only) and the fees listed below should be halved. Membership forms can be downloaded from our website.

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

Please send your cheque and form to the Cycle Touring Association, PO Box 174, Wembley WA 6913.

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.

## CTA CLOTHING

The CTA has a variety of logo clothing available for sale:

Current sizes in stock are listed below. If you need a different size, please contact Deb asap, as reorders will be placed in time for On Your Bike.



**Short sleeved Coolmax tops** in yellow with red stripes are \$95 each. Sizes currently in stock: mens S-L, & XXXL, ladies size 12.

**LONG sleeved Coolmax tops** in yellow with red stripes are \$110 each. Sizes currently in stock: mens M, L & XXL, 10-16 ladies are \$ 1 0 0 each.



**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. We currently have 119 prs in stock!

**“Take A Look” Mirrors** (rear-vision mirrors that attach to your glasses), with or without helmet adaptors, \$20 each.

**Long sleeve full-front zip & Short sleeved polo shirts**, both in high-visibility, neon orange, quick-dry fabric, with black trim, and 3 bike pockets on the back. The CTA logo is embroidered on the front, and the club name is printed on the back. These casual shirts are functional both on and off the bike. \$35 each, and \$5 more gets you your first name embroidered on the front. Sizes in stock: short sleeve size 14-22, long sleeve size 20 only.

Contact Deb on 9418 1571 (H) if you'd like to try anything on. Payment can be made via cheque (payable to “CTA Clothing”), however call Deb first to confirm availability of stock.

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

