

THE CHAIN LETTER

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

September / October 2007

Issue 196

PRESIDENT'S REPORT

The first 3 weeks of July saw both Connie and I staying up late to watch the Tour de France live. Failing that there were the highlights at 6pm, all on SBS.

At the time of writing Cadel Evans was writing himself into the history pages by being the first Australian to have finished on the podium of the Tour de France. Cadel lost time on the mountain stages trying to keep up with Michael Rasmussen only to have him withdrawn from the Tour by his team. A mere 23 seconds separated him from the top step on the podium. What an amazing time trial with Levi Leipheimer closing on both of the leaders to create the closest ever finish between the top three—just 31seconds. This fantastic effort should go a long way to raising the profile of the sport in the public's mind. Robbie McEwen won the sprint in the 6th stage of this year's tour. By the 8th stage the mountains proved too much and he was excluded when he exceeded the allowable time limit.

After not being able to keep up with Connie on the Easter weekend it was time to update my bike. For those who were not in earshot my thoughts were verbalised as "Slow down Connie you're dropping me". What had changed? Connie was on her new "Lemond" women's series. So it was time for me to update. I had a fair idea of what was out there but when I looked more closely there were very few of the quality I was looking for with a triple chain ring. The final choice was the Giant carbon fibre OCR 3. The difference to the old Cannondale was amazing. It was smooth, responsive, light and comfortable, apart from the saddle which I am still making up my mind on. Being made of carbon fibre means it won't rust. Is that why every ride I have done on it so far has been in the rain?!!

The weekend at York was well at-

tended. It was a case of "find a bit of carpet and claim it". Saturday saw two groups head out. The group I was with headed to Beverley with a rawing tail wind. So strong was the wind that sprinting down one hill I hit 67km/h and then stopped pedalling to roll up the other side. At the top I stood up to catch extra wind to blow me faster over the top. Very exhilarating. We had morning tea and then headed back into the wind. As we approached an oblique railway crossing a car over took the group. Two riders came down on the wet tracks. It's a lesson to be learnt: if you can't swing out because of a motor vehicle, just stop and walk over tracks. Steel rails and narrow tires are not a good combination in these circumstances, offering ice-like grip.

As the days get longer I will start riding to work again. I am not a fan of riding into the sun in the morning and evenings, but that is the way it seems to be for me. It is hard to see from a car when the windows are fogged up and you are driving into the sun. I should know: I do it throughout the winter!!

Looking forward to seeing lots of at this year's 'On Your Bike Tour'.

Noel Fddington



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FREE TO A GOOD HOME

Camp-stove, and 2 small gas canisters. The club used these while supporting the longer Achievement Rides (200-300km). We have since replaced them with newer, lighter models. There's nothing wrong with the old ones, but the gas bottles will need to be re-certified. Free to the first caller. Colin 9418 1571

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NEW MEMBERS

A hearty welcome is extended to the new members who have joined since the last newsletter. We're sure there are more, but our treasurer Ann has been in the UK and unable to process the paperwork! She'll be back for the next issue!

Colin Andrews
Dan Boulter

CYCLING TRIVIA

Last issue we asked:

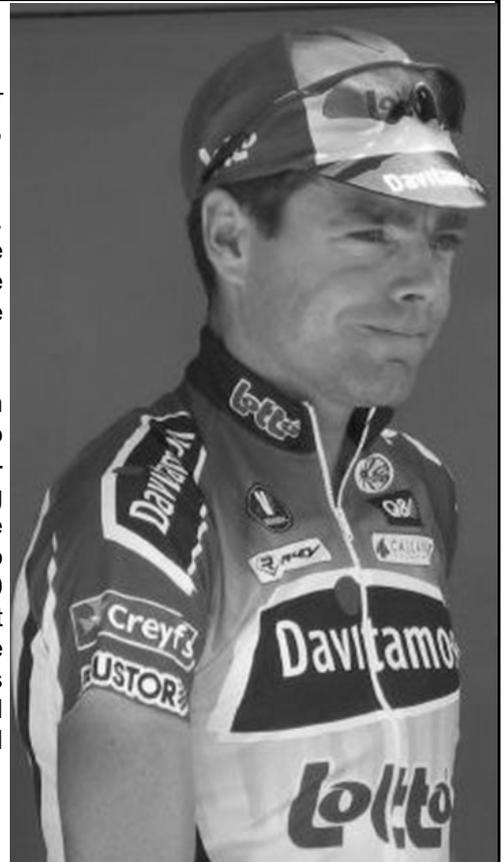
Who was the first rider to win the Tour de France using a Shimano groupset, and in what year did they do it?

No submissions were received for this. If anyone **did** reply to this, please give Deb a call (number to the left) as we're a bit unsure all emails to the club are coming through ok.

The answer is: The first person to win the Tour de France using Shimano was none other than seven-time winner Lance Armstrong. Despite having made cycling components since the 1970's, Shimano's first win was also Armstrong's first win, in 1999. In 2000 Campagnolo had an advertisement that listed the previous 30 Tour de France winners and the components they used. 27 of the previous 30 used Campagnolo. The bottom of the ad said "We never said we were perfect."

Next Question:

Everyone has now heard of Cadel Evans, after his magnificent performance in this year's Tour de France. In what cycling discipline did he start off his career?



Send your answers to the editor via info@ctawa.asn.au Any new questions will also be considered for publication. ~Colin (Campagnolo biased rider, or couldn't you tell?)

DEADLINES: Contributions for the next issue (Nov/Dec) should be sent to the Editor no later than Thursday 4 October (early due to OYB)

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.

WANTED:

Second hand 'Trailer Bike' for carrying children (also known as a 'Link Bike' or a 'Tag-along').

Phone Graham on 9450 3545.

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 and we can start our planning.

CTA LEGEND—WAYNE LALLY



Wayne in July 2006, outside Lakes Bikes on his last ride with his devoted Lakes Group – his retirement day. Photo by Dale Neill

Once again, we are profiling an early CTA member--this time it's Wayne Lally. I approached Wayne's wife Trelma, Bob Stockman, Neil Porteous, Jim Harwood, and Dale Neill for input. I was unsuccessful in my attempts to contact Wilf Brewster for assistance. I got great information from everyone, but Dale actually submitted a full article with photos, that was so good I didn't want to change it. So instead, I have inserted **[in bold brackets & italics]** additional information gleaned from the other contributors.

"Fifty dollars! Man, you've got to be joking!" he said, "But I'll see what I can do." It was 1972 and I'd just asked Northam Bike Shop owner, Wayne Lally, to build me a second-hand road-racing bike for \$50. Despite his protest, Wayne scoured the back shelves and the piles of second-hand clusters and frames and assembled my first road-racing bike. Three weeks later he presented me with my first road bike and apologised for the cost blowout - the price had risen to \$65!

Two years later I found a slip of paper under my windscreen wiper at a bike race. *Cyclists interested in forming a touring club are invited to a meeting at General Accessories (Malvern Star) next Thursday night at 7pm.* More

than 50 other would-be cycle tourists and inquisitive onlookers attended. Jim Harwood spoke eloquently, Wayne spoke passionately, Geoff Mercer spoke nostalgically, and I contributed my two-bob's worth about the potential for a cycle touring club. Jim, Wayne, Geoff, and I were elected on the first steering committee.

One of the suggestions for a name for the organization was *The Gentlemen's Touring Club of WA*. After a short debate, the 'gentlemanly' idea gave way to *The Cycle Touring Association of Western Australia* and our very first ride in King's Park was led by our first Vice-President, Wayne Lally.

[Neil said that when he joined the CTA 30 years ago, he was impressed by Wayne's dynamic approach to running a club. He said Wayne had wonderful people skills, and made a point of welcoming new members. Neil joined at the age of 47, and took several months to get up the nerve to take part in a "hard ride". On that ride, going up a relatively steep hill back from Mundaring, Neil didn't think he was going to make it to the Great Eastern Hwy, and let the bunch go ahead of him. All of a sudden, he felt pressure on the back of his saddle, a big push

forward, and realized Wayne was pushing him! He thought Wayne would only push a few metres, but he ended up pushing him 100-200 metres to the top of hill ahead!]

Wayne's pedigree is steeped in cycling tradition, both as a talented racing cyclist, and as a bike shop owner whose leadership and enthusiasm commanded almost a biblical following. On board a racing bike Wayne was tough ... very, very tough. A superb hill-climber with an explosive finishing sprint and a tactical brain akin to that of a fighter pilot, it is no surprise that Wayne won several state cycling titles and major road and track races. One tip Wayne gave that I remember clearly regarded hill climbing. "Always go over the top of the hill faster than the ascent" he told me, "that way you can nearly always get a break."

[Trelma adds here "I can tell you that cycling is in Wayne's genes! His great-grandfather was involved with racing as were two of his great-uncles before WW2. His Dad used to do tricks on his bike such as riding down the entire main street of Northam on his back wheel.

Wayne began touring at the age of about 15 when he and a friend would camp out on the front lawn of his house overnight ready for an early start on a summer morning, and get on the old clunker with no gears to ride to the nearest town with a swimming pool...which happened to be Cunderdin, 60kms away. Afterwards they would of course ride home again, all in 40° heat.]

Wayne had an idea for a bike tour to test the mettle of CTA riders. So in 1978, he put together the CTA *Iron Man Tour* – 10 days at an average of 155kms per day, carrying ALL your gear. Our accommodation on the first night set the precedent for the remainder of the tour – a leaking cow shed on a little dairy farm at Witchcliffe. Unfortunately, no one had told the cows that we were coming, so we had to shovel the cows*& off the floor to make way for our sleeping bags! One of our group was 'suddenly' called to Perth the next day because he had a 'sick



Wayne leading the CTA 'Ironman' Tour May 1978. Photo by Dale Neill

grandmother', but the rest of us pushed on. Along the way there were serious sprints at every town to ensure that our enthusiasm didn't wane. It rained, blew, and hailed for eight of the ten days and when we sighted Perth from the top of Greenmount at the end of the tour, it was no surprise that several of us broke into the Halleluiahs Chorus.

[Trelma's comment here is that this tour was "mostly spoken about with awe and remembered pain!" She drove the accompanying vehicle with trailer attached, and 2 long-suffering children who rode parts of it each day.

"Near the end of the tour, we arrived

at a shearing shed out from Beverley. No-one to greet us, just hay bales to sleep on and the outdoors for ablutions. And no water. We managed. The next morning the farmer came to say hello....and to point out the very large drums of insecticide which he had very kindly filled with water for us !"

"With that tour Wayne probably rode twice the distance than the other riders because he had a camera. He would ride ahead of the group, take a shot of them passing by, then catch them up again. Sometimes he made them do the action again for a better shot!"]

In the early eighties Wayne and his

family moved to The Apple Isle where he tried his hand at dairy and potato farming. His beloved Bianchi hung motionless on the wall of the shed – unused for fourteen years. In 1983, I led the CTA tour to Tasmania with nine other adventurers including John Martin and Neil Porteous. As we approached Deloraine and then Meander, we were staggered to see the letters 'CTA' and arrows painted on the road, leading us to Wayne and Trelma's farm at the foot of the Great Western Tiers. Inviting nine ravenous bike riders into your house for two days may be considered a tad dangerous but we were greeted warmly and did our best to eat all their spuds. True to form, on our 'rest' day, Wayne led us all on an ascent of Quamby Bluff on foot. Heaven help us! Our rest day! My knees and ankles still ache in memory of what Wayne described as 'just a little walk'.

[Neil's version of this is a little different. He says (about arriving at the farm the first day) the first time they called Wayne wasn't at the farm. They were directed to another farm where Wayne was helping with the milking—covered in cow shit. Neil added that Wayne was never afraid of hard work, even taking a job once removing reeds from a lake, in icy cold water up to his waist.]

Wayne was a master of understatement. If a cyclist's enthusiasm was fading or his legs were tiring, Wayne would ride up alongside them and casually comment, "Man, there are no more hills between here and Wyalkatchem." As we were struggling up that next hill, he would calmly reflect, "You don't call this a hill, do you?"

[Trelma's comment: Wayne was known for "famous saying such as 'just over the next hill' (guaranteed to be at least 3 or 4 hills), similar with 'around the next corner". Even now people who go for rides with him never know where they will end up. He is an adventurer.]

Jim said he found Wayne especially interested in helping the novice. On Jim's first ride up Greenmount, Wayne rode alongside and said to

~cont'd on pg 13

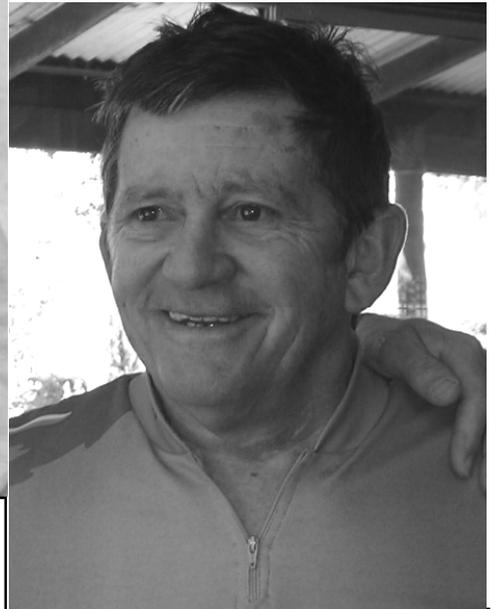
Mentioned In Dispatches (MID)



Alice Rosemary Hallam was born at 15:02 on 9 July 2007, at a very healthy 2.635kg. Congratulations to Tom Hallam and Leonie Tanner on their new baby girl!!!

MID also to David and Jeremy (pictured lower left) for leading their first rides! David's ride was on Sunday, July 15 (Down and Dirty with Dave), and Jeremy's was on Sunday, August 12 (Roe Ya Boat).

Thanks goes to John (pictured below) for driving support on the 5000 in 4 Take 2. John originally planned to participate, but the unpleasant weather changed his mind, and he offered to drive support instead, supplying much appreciated hot drinks at the end!



David VZ, 1st time ride leader



Jeremy Savage, 1st time ride leader

ANNOUNCEMENT



New Arrival

*Lance & Patricia Whiteford
are excited to announce the
pending arrival of*

"Tequila Sunrise"

Their new Co-motion Tandem
(SS couplings) – delivery expected
15 August 2007

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!

CAMP COOKING

On 11 July about 25 people attended the Club's social night to learn some of the tricks to the food side of pannier touring. As well as lots of tips, three Trangias were fired up and delicious meals were produced just to convince the sceptics that camp cooking is easy, fun and delicious. Below are the recipes for the dishes that were demonstrated that evening.

From Kleber

Tuna Vegies on Couscous (for two)

- Potato, carrot, sprouts and broccoli (fresh vegies)
 - 100 gm pouch of tuna
 - 1 cup couscous
 - 1 beef stock cube
 - Parmesan cheese
1. Cook vegies.
 2. Prepare the couscous using 2 cups of boiling water (use the hot vegie water & stock cube and top up with hot water as required).
 3. Add the tuna to the vegies while hot and cover while the couscous/stock cube soak.
 4. Serve the vegie/tuna onto the couscous and sprinkle on the Parmesan cheese to taste.
 5. Enjoy

From Karen

Rice Custard (for two)*

- 2/3 cup quick cook rice (pre soak)
 - 1 packet instant custard
 - pinch mixed spice/cinnamon/nutmeg
1. Cook the rice until tender.
 2. Make up the instant custard – stir thoroughly to remove lumps.
 3. Stir the custard into the rice.
 4. Stir the spices through.
 5. Option - add sultanas or raisins (sweetened, dried cranberries) for added flavour.

*with acknowledgement to Steve Sertis (Bibbulmun Track Foundation)

From Jude

Lentils and couscous (for one)

- Red lentils (approx 60 gm/3 tablespoons per person)

- 1 teaspoon dried onions
- Mix of fresh vegies (sweet potato, zucchini, tomato, beans approx 1 cup finely diced)*
- ½ teaspoon curry powder
- 1 tablespoon dried coconut milk powder

* can also be made with dried vegies eg, peas, beans, corn. If using dry veggies, soak at same time as lentils.

1. Place lentils and onions in pot, cover with boiling water and soak for approx 20 mins
2. Add all other ingredients and return to heat
3. Stirring occasional bring to simmer adding water as required stirring to ensure mixture does not stick.
4. Cook until tender – approx 10 mins serve with couscous

Couscous

1. Boil exactly one cup of water and add to ½ cup of couscous
2. Leave to stand for 5 mins with lid on

From Jude

Custard and fruit

- 1/3 cup of dried fruit eg apricots, sultanas
 - 1 packet of custard mix
1. Put fruit in cup and pour over ½ cup of boiling water and set aside to soak – the longer the better
 2. Cook up custard following instructions stirring till thick
 3. Stir soaked fruit through custard and enjoy.

GRAPHIC DESIGNER WANTED FOR CTA WEBSITE

It seems we have plenty of computer expertise for our website, but are lacking the graphic design expertise to really make it pop. If you would be willing to volunteer your time please contact Tom Hallam on 9444 4107 (H), or thallam@iinet.net.au

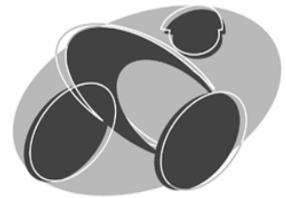
Radio & TV:

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

Bikewest



cycle instead

 Department for Planning and Infrastructure
Government of Western Australia

www.dpi.wa.gov.au/cycling

CTA APPLAUSE TO:

Yes, it's another bakery!!!

Prinz of Vienna
38 Moreing Road
ATTADALE WA 6156
Ph: 9330 3321

From Lucia: "Mike and Margie make all their own cakes and breads. Thoroughly recommend the vanilla slices.....I am up to 42 slices since January this year, but I am going to face some stiff competition from Alan Booth who since my weekend ride, has joined the loyalty reward card programme and has eaten 4 in two weeks."

Lift out Rides Calendar Page for September/October 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. Downhills 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 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 is all down hill back to Midland.

Leader: Ann 9444 5160

Sunday September 2 Jeremy's Magical Mystery tour

30-40km, Leisurely-Moderate. Meet at 8:15am for an 8:30am start at Midland Railway Station. For all those who think that brisk and hilly is no fun at all, we'll meet at the same time and place and have our own fun. Off through the rolling back roads of the lower Swan valley for coffee and cakes where and when we feel like it. Brisk hills?!? *No thanks!*

Leader: Jeremy 9493 2237

Sun - Sat, September 2-8 We've Been Sprung Full Pannier Tour

302 kms total. After some discussion, it was decided to trim the tour down to 7 days, rather than 9, leaving people free to prepare the Saturday & recover the Sunday.

The revised itinerary is: Busselton to Dunsborough (35km), Margaret River (44km), rest day, Augusta (60km), Sues Bridge (51km), Nannup (54km) then back to Busselton (58km). Accommodation costs are approximately \$60, with the option of a special meal at Sues Bridge for around \$30 (which would save us having to carry water there). Fortunately, not being school holidays means light traffic &

ample accommodation, which means it's still not too late to start training to join us!

More details: Simon spkoek@yahoo.com, 9271 2959

(If you leave a message, please include your e-mail address).

Sunday September 9 Southern Lakes

60-70km, Moderate-Brisk, but flat. Meet at Bibra Lake Reserve picnic area (west side of the lake) at 8:00am for an 8:15am start. Via Bibra Lake, South Lake, Thomsons Lake and any other lakes or swamps that I can find we will head off for Lake Cooloongup and a quick stop near Lake Walyungup. Then it's round about a bit and back to the start via Spectacle Lakes. Don't blame me if we get lost, it's my first time ride leading.

Leader: Mark 9417 1677

Sunday September 16 To the Pines and Return

45km, Moderate. Meet at Edgewater station at 8:15am for an 8:30am departure. Heading to Jack Hawkins Park off Ocean Reef Road, with a wee stop in there. Then out Joondalup Drive to Old Yanchep Road, to take a glimpse at what pines remain. Left into Flynn Drive, (on the right you will see tomorrow's lawn today), and then follow the leader back to Joondalup for morning tea (Grant knows where it is). Out of Joondalup for Burns Beach, another pit stop for the needy, along the coastal path south to Ocean Reef Marina, left onto Ocean Reef Road. Follow ORR back to the Edgewater station.

Leader: Reg 9300 3007

Sunday September 23 Strangers in a Far Away Place

(Deb and Colin Up North)

40km Moderate. Meet at Fraser's restaurant at 8:15am for an 8:30am start. Although we'll be starting north we will head off to areas south as well. Depending on how we feel on the day we will cruise along the mighty Swan river and then loop around and meet up with the Caning. There will be ample opportunity for coffee on the way as well as at the end. If there enough takers we might even break in to a faster group and a slower group to accommodate everyone.

Leader: Deb or Colin 9418 1571

Sat-Mon September 29-October 1 Queens Birthday Long Weekend

Following on from last years QBLW at Dwellingup this year will be at Jarrahdale. We will be staying at the Jarrahdale environmental centre that was such a success on the Foundation Day 3 day tour.

Saturday September 29

Meet at Jarrahdale at 11:00am to settle in to the environmental centre and we can decide from there. The Munda Biddy track travels both north and south through Jarrahdale so the off roaders will be right at home. The on roaders have also have plenty to choose from with a 30km out and back planned for the afternoon. If neither takes your fancy then the pub has a large screen TV for the AFL Grand Final.

Sunday September 30

The on roaders will need to be up and away before too long with several options between 45 and 120 km on the cards. The dirty ones (off roaders) can spend the whole entire day getting lost to their hearts content and finding as many new tracks as possible.

Monday October 1

No need to get up early this morning. Maybe a short little ride around after breakfast, then it will be farewell and ready for the trek back home. Those who rode up will be particularly thankful of the fact that its down hill most of the way

The Environmental Centre is limited to 25 maximum. It has dormitory style accommodation (BYO sleeping bag), a good kitchen and large living area. If you want to do so there is also plenty of room to pitch a tent. The Jarrahdale General Store is right next door and the pub is 250 meters down the road. The total cost will depend on numbers but *if we get the maximum* it will be \$5.60 per person, per night. Again, if we get the numbers dinner on the second night will be cooked by the people at the General store for a cost of about \$20 per person.

Leader: Colin 9418 1571

**Sunday October 7 and 14
Leaderless Rides**

On Your Bike this year has more CTA members going than ever before so almost everyone will be Wandering the Valleys down south. For those who didn't get in (or couldn't get the leave) meet at Fraser's Restaurant Kings Park at 0800 and decide on the day.

**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



**Wednesday October 17
Inaugural National Ride to Work Day**
www.ride2work.com.au

**Friday-Sunday Oct 19-21
The Great Singles Bike Ride**

Not a CTA event, but I thought some of our members might be interested. This is a one-day ride (40 or 80km option), with camping at Jalbrook before and after. The organizer says "This exciting new event will be a fantastic way to 'mingle with some singles' while enjoying a social bike ride and a weekend staying on a stunning property in the beautiful south west." Details on their website at

www.greatsinglesbikeride.com.au.

Registration prior to August 31 enters you into a draw for some fabulous prizes. Organise your wingman (or woman), pump up your tyres and get ready for a sensational weekend.

Contact: Tamzen George 0434 987 733
www.jalbrook.com.au

**Sunday October 21
Make Tracks with Jeremy**

Up to 70km, Moderate, flat. Meet at Thornlie train station at 8:00am for an 8:15am start. We follow the train line on paths and signed cycle routes through Northbridge and continue on to Fremantle, again mainly on paths and signed cycle routes. After a refill of coffee it's more quiet roads back to Thornlie. We will be largely following the railway line so there will be plenty of opportunity to jump on a train if you don't want to do the full ride.

Leader: Jeremy 9493 2237

**Saturday-Sunday October 28-29
Avon a Good Weekend**

180km over two days. Meet at Midland Train station at 8:10am for an 8:30am start. A "towel and undies" weekend away to York, staying at XCDT. Avoiding the main roads we climb *up* through Mundaring eventually reaching the lakes road house at the York turn off. The road then undulates all the way to the last big down hill into York. After a festive night we get to do the whole thing in reverse with the big down hill of Greenmount to look forward to at the end. Numbers are limited so booking is essential. The cost should be under \$30.

Leader: Ann 9444 5160

**Sunday November 4
Byford and Back**

60-70km, Moderate-Brisk, flat. Meet at 8:15am for an 8:30am start at Byford Railway Station. If you don't like the hills then this is the ride for you. We ride along the back roads twisting and turning all the way to Baldvis. After the mandatory coffee it's up the freeway bike path and back to Byford via a different route. Coffee again at the end if you like. Please be gentle with me though, it's my first time as a ride leader.

Leader: Mike A 9529 4487

**PLAN AHEAD
Wednesday November 14
Social Night**

Perth Integrated Health Clinic
Danae from Perth Integrated Health Clinic

(PIHC) will present a seminar "The importance of biomechanical stability to enhance your cycling performance." PIHC has a specialist cycling unit that assists cyclists with all cycling health related matters including neuro-muscular treatment, posture, exercises, feet care and nutrition.

**Saturday November 24
Annual General Meeting**

10am ride followed by meeting at 12 noon. We will be voting on minor changes to the constitution. See separate article this issue.

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

8 months to go and most of the 15 participants have booked their flights. For those who would like to go on the Tour, but have reservations, please contact me to discuss your concerns. Brad and Lisa have invested in two new touring bikes in preparation for the Tour. Apparently the lucky couple have worn out their old bikes touring through Australia and South East Asia. I would like to take this opportunity to thank Jude for organizing a very successful Cycle Touring Cooking demonstration at our last Social night. Both experienced and novice pannier tourists gained a wealth of information from this very competent Trangia Chef. Also a thank you to Karen for helping out at the last moment. It was pleasing to see the number of Tour participants who turned up on the night, to take advantage of one of the many events that the Club has organized. Some of us are going to take advantage of the "We've Been Sprung" pannier tour to brush up on our touring skills. We might even convince some members to join us on the 2008 Tour. For those who missed out on the On Your Bike tour, the Queen's Birthday long weekend Sat - Mon Sep 29 - Oct 1 looks good.

More of where we will be going: in the first week of the Tour we will be traversing what people call the Border Loop. This will take us through the Border Ranges National Park, a World Heritage rainforest park on the rim of a vast, ancient volcano. Pinnacle Lookout offers views of Mt. Warning, the escarpment and all the way to the coast. The park is a haven for native fauna such as Albert's lyrebird and the pouched frog. Explore tall forests, waterfalls and gorges on the walking track network.

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

RIDE GUIDELINES & ETIQUETTE

There are a few simple rules that can make all the difference between a great ride and a disaster. Several months ago I was looking at the Bike Force web site and noticed an article entitled 'BUNCH RULES, OK?'. It is a simple list of things that new-comers to a bike shop ride need to know so as to ride safely. While CTA rides are not aimed at the 'café racer' the idea of some simple guidelines is still a good one.

1. THE RIGHT PACE FOR YOU

It's not much fun if you're struggling to hold on to the very back of a group right from the start, knowing that there is nothing but a "ride through hell" to look forward to for the next 30+ kilometres. It is equally disappointing to ride with a group too slow, as you will continually have to slow down or wait for them to catch up. Either of these cases is frustrating for the ride leader, who is doing his/her best to keep the group together! All CTA rides are graded with defined speed groups from Social to Strenuous. Be sure to pick one that suits your pace.

2. STAYING WITH THE GROUP

Slower members of a group often think "I'll just start off at the back and let the faster ones go ahead". However, this often leaves them far behind, and the ride leader up front loses touch with the back half of the group. As often as not, the slower group gets lost, causing delays for everyone. If there are faster riders than you in the group, then try to *start at the front* and gradually drift to the back. By the time there is a general regrouping (traffic lights, coffee stops etc) you may be right at the back but will still be with the group. If you are a ride leader, you need to "shepherd your flock", and keep them together.

3. BE CONSIDERATE TO OTHERS

Many of CTA's rides use the PSP (Perth Shared Path) network, which can potentially lead to issues. Some of the most popular paths are also some of the narrowest, for example the Freeway path from approximately Farrington Road in the south to Scarborough Beach Road in the north. In areas such as this, riders should stay in single file at all times unless overtaking. There are plenty of other op-

portunities to ride next to someone else and chat.

4. MOVE LEFT WHEN STOPPED

When stopping for a rest, regrouping, coffee break etc, it is important to move as far left as possible, preferably all the way off the road/path. It is very easy to forget that there are other road/path users who wish to get past. It is difficult, dangerous and frustrating to get around riders who stop on the road/path, when there is ample room for them to move off.

5. THINK OF THOSE BEHIND

In single file, it is difficult to see past the rider ahead. If you see an obstruction ahead (or are warned by someone ahead of you), it is vital that you pass the message back. This gives riders behind you a chance to react before it's too late. It's not just up to the ride leader to call an obstruction, it's up to everyone. Messages can be passed by hand signal as well as verbally.

Common verbal commands include:

- CAR UP (car ahead)
- CAR/TRUCK BACK (car behind)
- BIKE UP (Bicycle ahead)
- RIDER UP (Rider ahead)
- RUNNER UP (Runner ahead)
- FEET UP (Walker ahead)
- SLOWING (warn when braking)
- STOPPING (warn when stopping)
- GLASS (glass on the road, you might have to avoid)
- HOLE/BUMP (again, to warn you might swerve to avoid)
- POST/POLE (on shared paths with a post in the middle)
- TRACKS (to indicate railway tracks, approach at 90 degrees)

Common hand signals include:

1. Right arm down by your side, palm to the back fingers open, means "slowing"
2. Right arm down by your side, palm to the back, fingers together/in a fist means "stopping"
3. Open and close all four finger tips to thumb, repeatedly, means "glass" or some sort of obstruction.
4. Wave your arm from your side, towards the centre of your back to indicate "move in behind me" (to avoid a parked car, or an approaching rider)
5. Twirling of the right hand in a for-

ward motion means "go past me"

Call obstructions or warnings even if you are riding alone--another rider could approach from behind without your realising it.

6. BRAKE CAREFULLY

Following on from calling out obstructions it's just as important to be careful when using the brakes. Try to stay off them unless you must. A rider in front suddenly slowing down for no apparent reason can be both frustrating and dangerous. If you do have to slow down or stop, call it out loudly and/or indicate clearly to the riders behind you.

7. LEAD IN FRONT

Being on the front of a group even if you aren't the ride leader carries added responsibilities. Nowhere is it more important to maintain the pace and try to stay off the brakes. When the lead rider slows for no apparent reason the whole group bunches up and those at the back are often left with little choice but to brake suddenly or swerve out into the traffic. Further, the rider on the front will be the first one to see any potential hazard and so has the duty and responsibility to ensure that others know about it. Always call out and warn others *earlier rather than later* so that the message can be passed back in plenty of time. In particular, if riders are approaching from the opposite direction along a bike path the message needs to be passed back as soon as possible. In recent years there have been several accidents on paths, usually between cyclists travelling in opposite directions, which have resulted in severe injury and even one death.

8. OVERLAPPING WHEELS

Never ever overlap your front wheel with the back wheel of the bike in front of you. If, for whatever reason, the rider in front has to veer left or right and they so much as even touch your front wheel you will probably fall and most likely bring down everyone behind as well. Even very experienced riders have been caught out by this basic mistake (Ann to instruct).

9. EDUCATE IMMEDIATELY

When someone first joins a club like

the CTA they are often very keen, but usually lack the necessary knowledge to ride safely. As with many areas of life it is incumbent upon more experienced riders to pass on what is all too often hard-earned knowledge to the newer ones. Furthermore it is important to point out any issues immediately. If a potentially unsafe action is pointed out to an inexperienced rider several hours after the incident the chances are that they won't even remember it. If, on the other hand, an unsafe action can be pointed out while it is happening, they can see it for what it is straight away. Nobody tries to do the wrong thing while riding; it is almost invariably due to lack of knowledge.

10. BE AN AMBASSADOR

In the past few years the CTA membership has grown markedly so that it is currently the highest that it has ever been. One of the main reasons for this is that new riders are made to feel welcome and encouraged to join what they hopefully see as a friendly group of competent cyclists who have a broad range of cycling interests and experience. Never let a chance go by to promote either the club or cycling in general.

Our thanks go to Bill Gordin who wrote the Bike Force BUNCH RULES and gave us permission to use it as a template for this article. Bill's original article can be found at <http://www.bikeforce.com.au/rides-bunchRules.htm> and is worth reading.

~Colin

TREATING GRAVEL GRAZES

CTA member Paul had a fall a while back, with the consequent gravel grazes, bruises etc. In the process, he picked up some tips about the current ways to treat gravel grazes, and sent me an article for other riders. He credited Kay, AOA, and the nurse at his local pharmacy for helping with the specifics. Shortly after submitting the article however, he emailed me back to take it out again, claiming friends of his with medical backgrounds cautioned him not to give "medical advice" in this day and age of "liability". I however,

thought the article had merit, and ran it by Max Kamien (CTA member who is also a physician). Max said he would endorse the information as correct, and with that, Paul was happy for the following to be published.

Currently, instead of drying the wound and trying to accelerate the creation of a scab, the treatment is to let the skin grow back from the inside under moist conditions, without a scab.

Clean with something like dilute Detol or Savlon Antiseptic, cover grazes with Vaseline (to keep the wound moist), and then keep the whole thing sealed all around and covered for 2 weeks. Don't worry if it gets wet. Just keep the dirt out, and if necessary apply more Vaseline to stop it from drying and forming a scab. If you use Betadine use the ointment from a tube directly on the wound, not liquid Betadine, as the latter is for scab building.

What you will need. There are different proprietary alternatives but the following seem to be available at most pharmacies:

- Cutilin non stick wound pads. Get the 10 x 10cm and cut them to size. Cover the shiny side with a good layer of Vaseline.
- Betadine ointment. Apply directly to the wound if dirty, otherwise Vaseline will do.
- Fixomull 10cm adhesive tape. Cut so that the Cutilin is sealed all around. In Paul's case that means carrying a shaver in his First Aid kit! (as hair prevented complete sealing of the plaster!)

You don't need to change the dressing at all as long as the wound remains moist. But expect to retain it for 2 weeks+. If you must peek, make sure to seal it up again afterwards!

If you can't keep the wound sealed and moist then use Betadine liquid and Cutilin (without Vaseline) to absorb the moisture without sticking. Of course you will get a scab, the irritation that goes with that, and it will take longer to heal.

~Paul

RED CROSS DISCOUNT FOR CTA MEMBERS

If reading the previous article, and hearing about recent cycling mishaps within the club has got you thinking about what to do in an emergency, you may want to invest in some proper training. The Red Cross has offered CTA members some generous discounts on its products.

First aid courses: CTA members can show their CTA cards and receive a 20% discount on the price of a 2-day Senior First Aid course with Australian Red Cross. CTA members pay \$124 whilst the normal price is \$155. If you book a First Aid course with a friend/family member (ie non CTA member) at the same time, they too can receive this discount.

To further encourage first aid training within the CTA, the committee is offering an **additional \$20 rebate** to any new ride leader, as well as the first 10 existing ride leaders that sign up. If you are a new ride leader, just show us your Red Cross invoice, and we'll refund you \$20. If you are an existing ride leader, please call Deb to confirm you spot in the first ten.

First aid kits: 10% off the entire First Aid kit range, including Personal and Recreational First Aid kits:

- **Personal First Aid Kits** are compact enough to fit in a pannier – weighing only 225 grams. RRP \$25. Offer to CTA \$22.50. Dimensions: Length 17cm. Width 14cm. Depth 3cm.
- **Recreational First Aid Kits** weigh 605 grams. RRP \$39.00 Offer \$35.00. Dimension: Length 17cm Width 14cm Depth 6 cm.

Courses are held in 110 Goderich Street, East Perth. Phone for bookings and enquiries 9225 1948. Please show your CTA card or quote your membership number to receive these discounts.

ARE YOU A QUALIFIED FIRST AID PROVIDER?

The committee is interested in compiling a list of club members who are qualified to provide first aid. If you hold current, recognized first aid qualifications which are more than CPR (something along the lines of the Senior First Aid training given by Red Cross or St John's) **OR higher**, or are a practicing health professional, please let us know. Contact Deb on 9418 1571 or debpalacios@optusnet.com.au

BEST CAPTION DISCONTINUED THIS ISSUE



We didn't have any responses to last month's photo. We're wondering if our email is working, as we also didn't have any trivia submissions. In any case, give me a call if you *did* submit anything (0421 697 453).

We're going to give this section a rest this issue. If you think it's worth keeping, let us know. ~Deb

CHRISTMAS IN JULY



At the Cabaret: from L to R, Tony, Jennifer, Noel, Marie, Gerry, Jeremy, John, Wendy, Nicole and Kleber.

I didn't get a full story on the weekend, but Kleber submitted the following about his ride up on Friday:

Ann, as usual, had organized a terrific weekend at York. The only problem was she was out of the country. So, armed with the keys, instructions and maps, courtesy of Ann, I left home at 7:30 to meet up with Devo at Midland. Devo had not experienced riding up Greenmount, so up Greenmount it was, with the Friday morning traffic giving us a wide berth. The traffic was

light on the Great Eastern Highway and the shoulder good, with light rain greeting us as we headed for morning tea at The Lakes. The ride along the Great Southern Highway to York after morning tea was a tourists delight: Little or no traffic, light winds, cool temperatures and stopping for photos and refreshments. The down hill into York was appreciated after a 100km plus day. After picking up the Jay Weston Cabaret tickets from the Town Hall it was off to the cafe for a well deserved late lunch. The local IGA store was a

one stop shop for all our food needs for the weekend. With the double plastic bags hanging over the side of the panniers it was off to Hoffinger's holiday house 6km out of town on the Top Beverley Road. Devo and I only had enough time for a shower and a start at preparing dinner before the Friday night crowd started to arrive. I would like to thank Devo for his company on the ride and all the rest of the mob that turned up for what turned out to be a fabulous weekend. ~Kleber

CONSTITUTION CHANGES FOR AGM VOTE

Notice is hereby given that the following amendments to the constitution are to be voted on, at the Annual General Meeting to be held at the Loftus Centre on the Saturday the 24th of November 2007. These amendments relate to requirements by the Department of Consumer and Employment Protection.

Comments are in *Italics*. While text to be altered are in "Quote marks"

Section 12.1

Delete "All changes shall require a two thirds (2/3) majority of the voting Members present at the meeting."

Insert "All changes shall require a three quarters (75%) majority of the voting Members present at the meeting."

Section 20

After The Association may be dissolved or wound up by resolution of any General Meeting called for such a purpose.

Insert "To pass a resolution which will dissolve the Association requires a three quarters (75%) majority of the voting Members present at the meeting."

After It shall be given to some other

association

Delete "institute or body" having objects similar wholly, or in part to the objects of the Association, provided that the association,

Delete "institution or body" shall prohibit the distribution of its income and property amongst its members,

After or it shall be paid to or transferred to some charitable

Delete "object,"

Insert "organisation," which association,

Delete "institution, body or object" shall be determined by the members of the Association at or before the time of dissolution or winding up.

Therefore section 20. **Winding Up** will read as follows:

The Association may be dissolved or wound up by resolution of any General Meeting or at a Special General Meeting called for such purpose. To pass a resolution which will dissolve the Association requires a three quarters (75%) majority of the voting Members present at the meeting. If upon the dissolution or winding up of the Association there remains, after the satisfaction of all its debts and liabilities, any property whatsoever, the same shall not be paid to, transferred or distributed amongst members of the Association. It shall be given to some other association, having objects similar wholly, or in part to the objects of the Association, provided that the association, shall prohibit the distribution of its income and property amongst its members, or it shall be paid to or transferred to some charitable organisation, which association, shall be determined by the members of the Association at or before the time of dissolution or winding up. In default of any such resolution such payment, transfer or distribution shall be determined by a Judge of the District Court.

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

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.

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



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MEMBERSHIP DETAILS:

CTA membership is from January 1 to December 31. Fees are due no later than Feb 1st each year. 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. Reorders have been placed for OYB, and some already received. We are keeping stock levels quite low, so don't miss out—if you need a size that isn't shown below, call Deb right away!



Short sleeved Coolmax tops in yellow with red stripes are \$95 each. Sizes currently in stock: mens S-XXXL, ladies size 10-16

LONG sleeved Coolmax tops in yellow with red stripes are \$110 each. Sizes currently in stock: mens M-XXXL, ladies 10-16.

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 115 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 sold out.

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

