

THE CHAIN LETTER

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

July/August 2008

Issue 201

PRESIDENT'S REPORT

As petrol prices soar, cycling is becoming increasingly popular and some people are unfortunately becoming increasingly less tolerant. What can we do? Well, we can make sure we set an example, by being considerate of others and making sure we abide by the road rules. If you do see somebody driving in a way that is dangerous or intimidating to cyclists (or anybody else), make sure you take down the details and report it to the police. Maybe, with enough reports they will start to take cycling safety as a priority.

That brings me to some correspondence. The first is from somebody who is concerned about the number of cyclists who do not ring their bell when approaching pedestrians on shared paths. See the separate article in this newsletter for an extract from the email and my response. There are some interesting "fact sheets" on the DPI website <http://www.dpi.wa.gov.au/cycling/14649.asp> including:

- Tips for riding in traffic. - <http://www.dpi.wa.gov.au/cycling/14942.asp>
- Tips for motorists. - <http://www.dpi.wa.gov.au/cycling/14855.asp>
- Ring your bell to make others aware. - <http://www.dpi.wa.gov.au/cycling/15302.asp>
- Treat pedestrians with care and avoid problems. - <http://www.dpi.wa.gov.au/cycling/15816.asp>

The second email was about a cycling accident. The son of one of our members ran into a car that had pulled over into a "bike lane" (shoulder with bike

signs on it) to answer a phone. He wants some advice on his legal position. If any of you know of a good lawyer, please contact me so I can pass the details on.

The final set of correspondence is in response to letters I sent about "Container Deposits". To summarise: "the issue is now being considered at a national level". It does not look like there is going to be any action that will actually reduce the amount of glass on the roads and paths in the near future.

Back to the CTA core business: Rides. There have been a number of excellent rides over the last couple of months. I've not heard the details of Kleber's tour yet, but I'm sure there will be great tales and reports in future newsletters. There are more to come, with "Xmas in July", the achievement rides and OYB etc. Next year there is Noel's "Sustainable Cycle Tours". I've also had some emails and letters about other tour options. Keep the ideas coming!

Alice now rides in a trailer from Yokine to Nedlands twice a week. I'm one of at least 3 fathers at Alice's childcare who transport their children by bike. I'll be encouraging some "Family Friendly" Sunday rides. The basic idea is to have a number of rides that start and finish at the same location and provide for a range of riding speeds. We may even have a BBQ. Anybody who'd like to help, please contact me.

I think that's it for now. Happy, and Safe riding, and I hope and see you on the bike soon.

Tom Hallam

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Web Site: www.ctawa.asn.au



NEW MEMBERS

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

- Stan Corney
- Paul Gallacher
- Mike Gregson
- Graham Jenzen
- Helen Lydon
- Rob Lydon
- Helen Lovitt-Raison
- Anne Murray
- John Sclater
- Michael Waters

CYCLING TRIVIA

Last issue we asked:

Tribars are a feature on many bicycles. They were first developed for use by triathletes rather than road cyclists. What is the essential difference between cycling in the two sports that lead to the development of tribars in triathlon cycling rather than road cycling and how does this difference matter?

Although several people danced around the correct answer, no one mentioned the key difference: Aerodynamics. Quite simply, in a triathlon, the competitor may use aerodynamic devices—in a cycle race (time-trials excepted) these are not allowed.

Next Question:

We don't have a next question Cycling Trivia will resume in the next issue of the Chainletter. Send any new questions to the editor via info@ctawa.asn.au

~Colin

FOR SALE (more on pg 13)

1: Tubular pannier rack and twin blue Avance Australian canvas rear panniers, v/good condition, from a Trek touring bike. \$150

2: Offers invited on bits from a new bike :

- 105 rear derailleur long cage. (unused)
- 11-25 rear cassette 105 (unused)
- Specialized long-reach twin-pivot brake caliper set (used)

DEADLINES: Contributions for the next issue (Sep/Oct) should be sent to the Editor no later than Thursday 14 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.

CTA APPLAUSE

Recommended by Lucia Britto and Tony Bennett, who used this company to freight their bikes and gear ahead, for their European Odyssey.

Reasonable prices and very quick service:

PACK & SEND
16 St. Georges Terrace
PERTH WA 6004
9225 5501
Claire Berryman or John



Supporting Cycling for over 60 years
Road & Track Racing
Mountain Bikes – Triathlon – Family
Touring Cycles – Tandems

Tel: 9430 5414 Fax: 9430 4062
66 Adelaide St, Fremantle

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

183 KMS LATER....

Well, the deed is done! Here are some photos to prove that the Mandurah Bike Ride took place! They show me start-



ing at the Burswood Casino, posing at a fountain somewhere in Mandurah, the sign leaving Mandurah and then me at the Paddy sign back at Burswood... 183 kms later. The (3-day) ride was about 10 hours in total. (But that included a trip to the local restaurants and bars on Saturday night).

Saturday was sunny but quite cold. Mark and I set out at 8am in the morning and hit a cross wind that stayed with us for the whole day. It's very defeating having to peddle like a maniac and only travel 14kms an hour.

Morning tea was at a Shell Service Station and lunch didn't really happen (which is probably why I ate like a piggy wiggly that night).

The path was pretty good (thanks to the Cycling Touring Association for the route). The only main road we endured was a strip of about 10kms along Mandurah Rd, however the road shoulder was wide enough to not be too scary. Needless to say I was pretty pooped by the time we got into town and could only think about a long hot shower and a nice cool beer. Oh yeah, and stacks of food. Yum.

Sunday was a wet, windy day. We prepared ourselves in wet weather gear and marched on. The wind was behind us for the whole way back so that was a nice change from Saturday. I got my first ever tyre puncture - a big prickle! Luckily somebody (ahem - not me!) had packed a bike pump otherwise it wouldn't have been a very good day.

We managed to get back into Perth at around 3.30pm. A lot of cyclists were giving us friendly waves as the rode past. We must have looked like drowned travellers with our big, wet panniers.

It was a great weekend actually and despite the cross winds, flat tyre and bad weather, loads of fun!

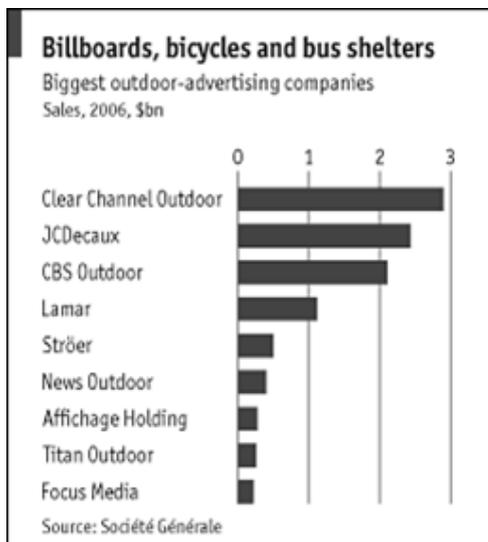
Thanks to everyone for sponsoring me for the ride and helping me raise \$435 for Red Cross Calling! It was actually a great weekend (albeit pretty tiring). *~Erica*



VIVE LA VÉLORUTION!

Sep 20th 2007 From *The Economist*

JCDecaux and Clear Channel Outdoor



battle over urban bike-schemes.

OUTDOOR advertising has become fiercely competitive and highly political. America's Clear Channel Outdoor and France's JCDecaux fought for months in negotiations with the office of the mayor of Paris, and in court, to snap up the contract for *panneaux contre vélos*—setting up a bicycle-rental scheme in Paris in exchange for exclusive rights to the French capital's 1,628 billboards. Although Clear Channel claims to have won “technically”, the French firm, whose founder, Jean-Claude Decaux, has close ties to the political establishment, emerged as the victor in practice this spring. JCDecaux set up the bike-rental system in record time and launched it on July 15th.

Vélib' (for *vélo*, or bicycle, and *liberté*, or freedom) has since taken Paris by storm. More than 10,000 bikes have been installed at 750 docking stations, which is half of the scheme's eventual capacity, says Jean-François Decaux, the son of the founder and co-chief executive of the family-controlled firm along with his brother, Jean-Charles. The bicycles have been used by 4m people so far, who have clocked up 100,000 rides a day. Last week Jean-François was in Moscow for talks with the mayor, who is keen to introduce a

similar scheme there. The mayor of Chicago also expressed interest in importing Vélib' during a recent visit to Paris.

JCDecaux neither invented nor pioneered urban bike-operations. But Vélib' is on a different scale from any of its predecessors. Smaller schemes launched over the past four decades mostly failed because the bikes were vandalised or stolen. More recently both JCDecaux and Clear Channel Outdoor have launched urban bike-rental schemes in which users pay with their credit cards—which means they can be tracked down in case of abuse. Such schemes are now working well in more than a dozen cities including Vienna, Lyon, Brussels, Seville and Cordoba (run by the French), and Barcelona, Oslo, Stockholm and Rennes (run by the Americans).

Not all bike-rental operations are funded in the same way. The Paris scheme is entirely financed by JCDecaux, which is counting on rental fees and the sale of billboard advertising to cover its running costs and recoup the €90m (\$126m) investment required to set it up. (A one-day pass for Vélib' costs €1, a weekly pass costs €5 and an annual subscription costs €29 with no additional charge as long as each ride lasts less than 30 minutes. Users also agree to a €150 security deposit.) The city of Barcelona, by contrast, pays Clear Channel Outdoor to run its “Cyclocity” scheme and pockets the rental fees. It is another success, with a 3,000-strong bike fleet that will increase to 6,000 by March next year. It already has 90,000 registered users who pay a €24 annual subscription.

JCDecaux and Clear Channel Outdoor will continue to compete for new bike schemes as well as contracts for billboards, street furniture (public loos, bus shelters and the like) and transport (advertising in airports and train stations). The French recently won a bike contract in Toulouse, and the American firm will launch a cycling scheme next month in Washington, DC. Both are lobbying hard for the right to set up a scheme in London.

In the past JCDecaux has repeatedly been accused of unfair play and Jean-Claude has twice been convicted of criminal offences in connection with contracts awarded by local governments. Both offences took place before the firm floated on the Paris stock exchange in 2001. Since then it seems to have played by the rules.

And now, with Jean-Claude's blessing, Jean-François and Jean-Charles (as well as Jean-Sébastien, a younger son, and a few more Jean-hyphens involved in the management of the company) could be on the verge of the biggest coup in the firm's 43-year history. On September 25th shareholders are expected to approve the leveraged buy-out by two private-equity companies of Clear Channel, the media company that owns Clear Channel Outdoor, at a shareholder meeting in San Antonio, Texas. If the private-equity buyers then put the outdoor-ad business up for sale, the French are likely to jump on it.

A merger of Clear Channel Outdoor and JCDecaux would make lots of sense, says Edouard Camblain, an analyst at Société Générale in Paris. JCDecaux is weak in America, where Clear Channel has 22% of the market. Clear Channel is also appealing thanks to its strength in China, one of the world's fastest-growing markets. And a merger would bring considerable economies of scale.

Yet buying Clear Channel Outdoor would not be easy. The takeover would probably be paid for with a combination of debt, new equity and possibly the sale of the JCDecaux's 10.5% stake in Bouygues Telecom. This would dilute the stake held by the family, which holds 72% of the capital, and some of the hyphenated Jeans would probably have to go. Combining the market leaders might also cause problems with competition watchdogs in Britain and in France, where the merged firm's market share in outdoor advertising would be almost two-thirds—and it would be the only advertising company providing trendy urban-bicycle schemes.

~Thanks to John B for submitting this!

MY NEW BIKE

At the recent 5000 in 4 my new Ti road bike created some interest.

I have done a lot of work over the last year in getting advice about bicycle fit, using my old bike, sorting out the contact points, etc. Armed with these basic measurements, I approached a number of bike shops, and none had either a good solution in their shops or catalogues of a suitable frame geometry for me. The outcome, my body dimensions don't suit the standard, fairly square, frame sizes where the Top Tube (TT) and Seat Tube (ST) are of similar length.

The visit to TBE 3 weeks ago, a great social evening, was on a related topic of bike geometry. The road bike talk didn't cover the geometry topics I discovered were essential for getting a frame size that was a good fit for me. Not even close, so that was disappointing. However, I found the information about mountain bikes fascinating.

Most bikes shops tried to sell me a bike, based purely on the price range I selected, and would modify its fit with a different stem and seat post. When challenged, most dismissed these mods as having any impact on the comfort, feel, or steering response of the selected model!

When investigating the geometry of manufactured frames from both the mass and specialist markets, I discovered many similarities and in answer to questions to companies like Cannondale, Giant, Enigma, Sunday Bikes, etc, received confirming replies. Bike models have little at all to do with bike geometry, my impression being they are merely marketing tools. The ge-

ometry of frames are almost universally the same. Small frames have an ST angle of about 74degrees whereas large frames about 71.5. On small frames, the TT and ST are nearly the same, on larger frames the TT is proportionately a little shorter, Head Tube (HT) angle range is smaller than the ST angle but tends to move in parallel. Fork rake is standard for all HT angles. The latter is particularly interesting. I think it has come about as many bikes have carbon forks, and even the specialist fork makers focus on one rake, usually about 43mm. Fork rake and HT angle establish the steering 'Trail'. This is the offset trolley wheel concept that enables you to steer a shopping trolley. So if you change the HT angle without matching it with a suitably different fork rake, the trail alters and hence the feel of the steering. Tourers like steering that enables easy, long-distance, straight-line riding, whereas Tour de France sprinters want very dynamic steering to out manoeuvre the opponents! My conclusion: that manufactured bikes' feel, comfort and performance is a characteristic of frame size alone, not the model. So Lance's Trek model will behave like his bike if you have the same size as he used, otherwise it will be a completely different bike! Specialist tourer manufacturers are an exception.

A lot is said about frame stiffness. A big deal if you are a pro rider, but for the likes of WA riders maybe BS. Many frames improve stiffness with carbon rear triangles, and making them smaller, hence the sloping TT. My frame is a fairly traditional, diamond frame. Easy to hold with the knees going downhill, and I can carry two full size 1 litre bottles! At the TBE talk, we were told about the current fad

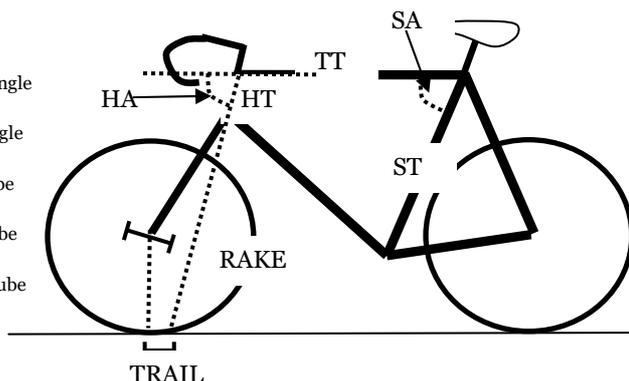
for performance, not robustness, they seem a great way to burn money! That was coming from the shop owner!

In my discussion about bike fit, the area that was forgotten most often was fore-aft saddle position. Although universally, when asked, they all applied the same principle of KNOPS (knee over pedal spindle). When this principle is applied to frame design, ST angle is directly impacted and is proportional to femur length, ie, relatively short femurs require steep ST angles and visa versa. No one applies that principle, not even some custom frame makers! This also impacts centre of gravity (CofG). Hence using the ST angle principle preserves the designed CoG, whereas using saddle fore-aft adjustment alters it significantly. CoG impacts performance, ie, getting the most out of each pedal stroke, but just as importantly, braking stability under severe, say downhill braking!

So my advice to anyone considering spending a lot on a new bike, is to firstly spend a lot of time on perfecting your fit on your existing bike. Find a spin class that use say 'Lemond' bikes with a trainer who knows how to fit you. Transfer those points of contact dimensions to your own bike. Tweak them over weeks of riding. Calculating the ST and HT angles from these dimensions is possible but not easy! Then armed with this data, find how close you are to a standard frame.

A custom frame is expensive. Buying the components to fit to it is also very expensive, the latter being heavily discounted when bought as a package. If, like me, you prefer a Triple to a Compact, then your options are even less! Also there aren't many custom builders in WA, and buying something as personal as custom built over the internet has its risks. Nevertheless I am thrilled with my new bike, and have thoroughly enjoyed the experience of designing and getting the frame built, and subsequently fitting all the components, lacing and assembling the wheels. It isn't perfect, it's like a house: there is always something more you could have done! But inordinately better than my previous bike. ~Paul

- HA = Head Angle
- SA = Seat Angle
- TT = Top Tube
- ST = Seat Tube
- HT = Head Tube



RING THAT BELL

The following letter was sent to the club email. I have edited out the sender's surname and email for privacy, and attached our President Tom's response. Feel free to send your opinions to the editor.

Hi There

For health reasons, my husband and I (in our 60's) go on frequent walks, which often take us along mixed walking-cycling paths, such as around the Swan River.

While walking on the left-hand side of the path, as is required of pedestrians, we are frequently given frights by cyclists racing past us in the same direction as we are going.

Approximately 90% of cyclists do not ring their bells or make any sound to warn us they are approaching from behind us, and because they are usually travelling so fast, we do not hear the sound caused by the wheels until the riders are upon us. Common sense suggests bells should be rung every time the rider approaches a pedestrian, including from in front, to ensure the pedestrian knows the cyclist is coming.

Some cyclists do the right thing, and ring their bells a few metres before they reach us, so we know they are coming. This is much appreciated.

If walkers do not know the cyclists are coming, they are at risk of being hit by fast-moving bicycle(s), in a potentially serious accident. All parties could be injured or worse.

This is becoming more and more of a problem as more cyclists use these dual pathways (including school students and training cyclists). Our observations are that they have no idea walkers can't hear them till the last minute. Further, its clear they cannot see why it is a problem.

To avoid accidents, I ask that an education program be commenced to educate cyclists about the risk they are creating to pedestrians and themselves by not warning pedestrians a cyclist is approaching.

I also ask that this program be extended to all your members, and to school students, etc.

Would you kindly get back to me about this on the email address above

Regards and here's to safer cycling and walking for all

Jennifer

Jenn,

I will publish your email in our next newsletter. We are a safety conscious organisation and attempt to encourage our members to be safety conscious and considerate of others.

I can understand your concerns, but please remember, it is not all one way. Many of the paths are shared (with an implicit concept of equality of access and responsibility), and some of them are cyclists only. Pedestrians are often unaware of this and act as if they were using a dedicated pedestrians only path. They are completely oblivious of the other users they are sharing the path with. Whilst ringing your bell may assist in some circumstances it is often not an assistance. Some pedestrians will jump into the middle of the path when they hear a bell, others will be so wrapped up in their music that you could run over them with a steam engine and they would not hear it. So, whilst I agree that cyclists should ring their bell (and I actually call out something like "passing on the right"), I don't think that it will solve all the issues.

I agree that there are safety issues for both cyclists and pedestri-

ans. To a large extent these are caused by the extremely dangerous road conditions and the aggressive nature of many car drivers. This has been recognised as a major issue since the mid 70's but very little has been done about it. Cyclists are forced off the roads and onto the less than ideal shared paths. Personally I use the roads where ever possible as I think that the shared paths are not a good solution. Dedicated cycle paths, or lanes, are a much better solution. As I often say: "I drive a bike". Mind you, if you think that sharing a path is bad, you should try sharing a road with a truck or bus. They barely notice when you go under the wheels.

We need to work on the concept of sharing the shared paths (for now) and improving the alternatives in the longer run. This means providing safe alternatives, integrated into the current transport system, for people who choose to drive unmotorised vehicles. Ultimately this will lead to a society that is less dominated by cars with better resources for pedestrians and cyclists (et al).

I ask you to remind your fellow walkers that paths with a bike and pedestrian sign on are shared and those with just a bike on are dedicated cycle only paths. Just as you are asking cyclists to be aware of the needs of pedestrians, I'd ask you and your fellows, to remember that cyclists shall be using the shared paths as a transport route (equivalent to a road) and that the pedestrians need to keep a higher level of awareness about them when using the shared path than they would if they were using a dedicated pedestrian only path. Pedestrians are not allowed on the cycle only paths and should keep clear of them (as required by law)

Thanks for your email,

Tom Hallam
CTA WA President

Lift out Rides Calendar Page for July / August 2008

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 July 6

What shall we do without a sailor?

65-70km. Moderate-Brisk. Hilly. Meet at the Midland Railway Station at 8:15am for an 8:30am sail. A good training ride for next weeks 5,000 in 4 Achievement ride take 2. We'll head off from Midland and head towards Kalamunda, where we'll stop at my favourite cafe in the hills, hopefully the weather will be nice to us, and then we will head back downhill to Midland.

Organiser: Jeremy 9493 2237

Sunday July 13

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 "IGA" 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 Roleystone. 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: Colin 9418 1571

Wednesday July 16

Social Night

7:00pm, Loftus Community Centre Loftus St, Leederville. Continuing the series on bike design, we will now look at the various components you can buy. How do the different group sets compare, and what quality are they made to? Is Tiagra better than Ultegra? What do you get for your money? What do you look for when doing a component / group set up-grade?

Contact: Noel 9378 3687

Fr-/Sat/Sun July 18-20

Christmas in July

Join us for the traditional Christmas in July at the Icy Pool Camp site (about 13kms south of Dwellingup) for a weekend of festivities, fun and maybe a bit of cycling!

There is lots to do at Icy Creek, with on-road and mountain-bike rides along part of, or all of, the waterous loop, or along the Munda Bididi trail. There are also other ways to entertain us, with bush walking on the Bibblumen track, or paddling a boat on the nearby river.

The camp has a fully equipped kitchen and outside BBQ area, and dorm-style bedding to sleep lots of people inside. 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, read a book, bird watch or head into Dwellingup for coffee and cake. The only things you HAVE to do are breath and have FUN! We have booked for 2 night's and non-cycling partners are most welcome!

The "Christmas night" is your choice – either "cook / BBQ in" or "eat out" in Dwellingup. On booking please advise if you intend to arrive on Friday evening or Saturday morning. Cost per person is: \$10 per night.

Organisers: Sarah 9443 8095
Jeremy 9493 2237

Sunday July 27

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

Sunday August 3

RPM'er's, Meet the Road

25-30km, Social to Leisurely. 8:30am, meet at Leeming Recreation Centre parking lot This ride is **specifically** aimed at getting the regulars in Deb's RPM class out on the road. Week after week they "spin" and sweat, perfecting their cycling technique in the studio—but are too timid to come out on a CTA ride because they think it will be "too hard". A 45 minute RPM class is approximately 20-22kms—this ride is not much farther, but we'll probably take twice as long to do it! Stay together group, no-one get's dropped. Yes, you can ride a mountain bike, but you may want to put "slick" tires on it—call Deb if you have any questions. CTA members encouraged to attend to provide support and guidance to novice cyclists!

Organiser: Deb 9418 1571

Sunday August 10

Jeremy's journey....

40Km Leisurely Moderate. Meet at the Perth Convention Centre at 8:45 for a start 9:00. We will head south along the free-way 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 another one at the end depending on

how we feel on the day.

Leader: Jeremy 9493 2237, 0412 886 612

Sat-Sun August 16-17

Spencers Brook Tavern, here we come!

Due the to HUUUGE success of the Australia Day trip (Northam or bust), we have decided that we had so much fun, we need to do it all over again, just this time without the plus 40 degree temperature!

Day 1. Decide whether you want to take the on road or off road option. We then head off on our separate ways to the first meeting point at Mundaring where there will be a well-earned morning tea stop. After a fill-up we head off on our separate ways again until meeting up again at Bakers Hill for Lunch. After that it's all down hill to Spencers Brook and a much-needed opportunity to wash away the trail dust or road grime with cold ale on the balcony of the Spencers Brook Tavern. Dinner that night will be a set menu three course meal.

Day 2. Fill up on either a full or continental breakfast before we head on back. You can again choose either on or off road with some longer road options if you're game.

Non cycling partners and family are not only welcome *but encouraged*. Exact costs are yet to be confirmed. Numbers of beds are limited so get in quick, but camping on the back lawn is also available!

Leaders: Colin 9418 1571 (on road) & Roy 9398 6523 (off road)

All accommodation enquires should go to Jeremy 0412 886 612 or 9493 2237 and leave a message as I am NEVER at home and the cat can't answer the phone, yet.....

Sunday August 24

Winter Warmer

40km, Moderate. Meet at the Bayswater Railway Station Exit to the left as you go up the ramp, at 9:00 for a 9:15am departure. Join us for a ride into the Swan Valley to indulge in some of the produce of the factories (Chocolate factory that is) before having a blast along a straight road with a tail wind.

Leader: Noel 9378 3687

Sunday August 31

Cycling, coffee and cake with Mark!

60kms, Moderate to brisk. Meet at the Fremantle train station at 8:45 for a 9:00 start. Yes folks, that's right: 2 rides, 1 day, your choice! Join Mark for a 'quickish'

blast up the coast, and then back down again, stopping for coffee just out of Fremantle, before heading off for some more fun.

Organiser: Mark 9417 1677

Sunday September 7

Eco Ride (by Stan, shown below)



40km, Leisurely, 9.00am start at Loftus Community Centre. This day we will be

going towards Perry Lakes and visiting the surrounding districts to Lake Claremont and back to the Centre. Depending on the weather is how far we will go, however at this time of year everything will be green and lush. Brunch will be somewhere (so bring loose change, it helps).

Leader: Stan 9345 3552

Sunday September 14

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: Kleber 9354 7877

PLAN AHEAD

On Your Bike (OYB) 2008

Sat-Sun, October 11-19, 2008

CELEBRATE 20in08 TOUR

Yes, this is the big one. On Your Bike will be celebrating it's 20th birthday in 2008 as we retrace the route of the original South West Tour of '89. We will be riding through the best country that the South West has to offer, starting and finishing in Dardanup. We will be staying at Busselton, Nannup, Pemberton (with extra rest day), Manjimup, Bridgetown, Boyup Brook and Collie. Brochures will be sent to you in April.

Leader: Kleber 9354 7877



Jennifer & John on the Kep Track over Australia Day Long Weekend —Northam or Bust.

FOUNDATION DAY 3-DAY TOUR (2 TAKES)

This first account is from Colin:

"You're not going to ride in this weather are you?" was all we heard as we sat in the Dome cafe Mandurah early Saturday afternoon, as the rain pelted down. To say that it was wild and woolly is a bit of an understatement. Luckily, another cup of coffee later it cleared up quite a bit. We had to make a small change to the planned route to Pinjarra because Lakes road was living up to its name and was under water.

It was a short ride, made as short as possible because of the weather, totally flat, mostly on back roads and quite pleasant once we got going. John Bell got a flat just near the end, HA HA! Less than 2 hours after leaving Mandurah we were in Pinjarra. Shortly afterwards we were very comfortable in one of the local hotels watching it pour down again, rather glad we weren't Jeremy or Roy, who were still riding down from Perth. They got well and truly soaked. Sara claims that she didn't have very much to drink that evening but she did manage to put her helmet on back to front!?!

The next morning the cunning plan was to meet at the huge new bakery at 8:30 for a bite to eat, and roll out at 9:00. Unfortunately the best laid plans of mice and men were shot down when Steve and Cathy hadn't turned up by 9:05. A quick phone call revealed Cathy's glasses were missing in action and that we should continue on without them, Steve knew the way. It was later revealed that her glasses were eventually found inside her sleeping bag?!?

While Saturday was flat, Sunday made up for it. Past the Alcoa refinery we hit the first (and hardest) hill of the day. 12% is hard at the best of times but with loaded touring bikes it was just too much for most, with a steady procession of cyclists turning into walkers. Big Mike Waters saw the funny side of it when he giggled "All I need now is a swim and I'll have done a Triathlon!". Mike was a member many years ago and has recently got himself back into cycling; he remembers a bloke named Kleber who he says was a killer on the hills. Things haven't changed too much in 20 years.

Dwellingup for lunch and a well earned rest at the café. When we got there the Peel Cycling club had just finished an up-hill time-trial from, of all places, Pinjarra! We thought they were crazy for racing up the hill and they thought we were mad as hatters for coming up the steep way with loaded bikes. The Dwellingup café was just glad to see so many cyclists keen on coffee and something to eat.

After Dwellingup the up-hills and down-dales just continued on. Great country to ride through but Mark and I both agreed that it was much easier doing it in the car when we did the reccy a few weeks ago. We went past the Icy Creek Bush Camp, where Jeremy and Sara will be leading a July weekend:— absolute magic cycling country for both on and off road.

Eventually we managed to reach a very welcome sign that pointed us in the direction of Lake Navarino bush camp. Over the next hour or so everyone rolled in and agreed that a sit down and relax outside the front of the bunkhouse we were staying in was a pretty good plan for a couple of hours. Quote of the weekend "Hit the log on the edge not in the middle. If you hit it in the middle the axe *will* get stuck" Reg Tugwell to Roy Messom as Roy was swinging an axe at a very large log that he was chopping up for the fire. Reg was right, Roy was red



Cees, looking very glad to be at the top of the first big hill

facéd!

The restaurant at Lake Navarino isn't normally open on a Sunday evening but with a guaranteed 21 very hungry cyclists and another large group of similar size they made an exception and it was a full house. There were stories told, good food eaten, several bottles of red thrown in, and everyone had a great evening before gradually filtering back down to the bunkhouse and a well-earned sleep.

9:00 the next morning and most of us were ready to go. I must admit I was a bit late but it was worth the wait for the egg and bacon burgers even though Erica did get attacked by hers. Ask Erica about the details. The first 7kms was pretty much all down hill and I mean **DOWN** hill. We went from an



L-R, Mark, Cathy, Steve, Mike W, Erica, Roy, Stu, Jane, Burt, Teresa, Colin, Jennifer, Jeremy, Joan, Deb, John, Reg, Cess, Sara. Missing Mike H and Janet



A small group heads off on the last stretch before Lake Navarino

less. Admittedly many of the touring regulars were over in Queensland on the 5 week tour, but still it was great to see so many new faces enjoying touring. Thanks go to Joan Tugwell, who drove along as a most welcome support carrying several panniers and offering water to thirsty cyclists. All up, just another typical great weekend with the CTA. ~Colin

This next from John:

elevation of 290 meters coming out of Lake Navarino to not much above sea level at Waroona. From there it was flat with sun shining thought lush green farming country along deserted back roads. Burt and Teresa Dewes both thought that it was cycling heaven, as did just about everyone else.

Soon we were rolling into Pinjarra for another well-earned lunch at the bakery. After lunch there were several different possible ways back to Mandurah and everyone rolled off as they felt like it. Deb had to have a look around the Pinjarra fair for home made honey before we headed off. We eventually arrived back at the Mandurah train station with Mike Waters and agreed that it had been an excellent little 3 day tour.

One interesting point about the weekend was that of the 21 people on tour, 16 had been in CTA for 2 years or

165 km Foundation Day 3 day ride starting Sat 31 May in Mandurah

Thunder & lightning really scary as we drove to Mandurah. **BIG STORM.** It was so bad we slowed down to a crawl & jollied along to Dome where 20 or so CTA folk were dripping & scoffing. The train was delayed by an hour or so as signals were imploded by the storm. Neatly between showers we were shepherded to Pinjarra on a different route as roads were flooded. Dwellingup had 55mm of rain.

Great dry weather Sat evening - wet our throats significantly, too much talk of indestructible, how the liver can handle huuge wetting of throat. Beer, wine, fortified. Motel fed us well for \$20 despite the orders for raw (not rare, RAW!).

Then calm. 2 days of sun & no wind at all. Sunday brilliant and out came

"Ethiopian racing snake on steroids" at the top of the big hill behind Alcoa. I think Col must have been referring to the roo that jumped out and showed us where to go. Or else Steve, or Jennifer. The comment that stuck with me for the remainder of the magic trip. Good views down the valley. Pity about the stuff from the chimneys, glad I don't live nearby. They do seem to be planting lots of trees, and so they should. Dwellingup full of bikes, road and mountain. Hills, hills, hills all 80 km. Needed them to work off the 5 star pies from the new Pinjarra Bakery -- what a disastrous find. Well fed by Lake Navarino Restaurant, very convivial meal, though the bunkhouse is just that. Fair few tenting, impressive.

Monday brilliant and started with a downhill 5 km then flat to Pinjarra Fair. Asked the mandarin seller whether they were fresh and he sprayed "Yesterday!" And they were indeed fresh. Joan Tugwell kindly supported the ride and had herself bestowed an extra middle name "Angel." Organized well, cool the way we made our way around the hiccups with humour, cameraderie in best CTA spirit.

And all the weekend we were miserably jealous of our two heroes Lucia & Tony mit der Rohloffs wending their way to the Loire oooh 6 months in Europe.

Abundances of goodly experiences.

~John

Mentioned In Dispatches (MID)



Well done to Jeremy, Perry, Sam and Roy (above) for doing personal best's (PB's) on the 200km Achievement ride. Jeremy & Perry went on to do PB's again on the 300km Achievement ride, this time with Jugs and Mark (shown right).

Well done to Jerry (right) for doing the support for the 300 km Achievement ride. He made an absolutely Herculean effort, clocking up well over 600 kms for the day. This included driving Colin back home, to pick up the shoes he'd left behind (!),



and ferrying 4 riders who couldn't finish back to Midland.



MISSION ACCOMPLISHED



14,000+km ride in 55 days, 17 hours and 8 minutes, and pledged \$15,000 for anyone who could top that.) Straarup smashed Schiltz's record by 4 days, completing the ride in just **51 days!**

This is not the first epic ride Erik has done. From his website you can read about the other major rides he has completed across Alaska, Wales and the US, including other stints in Australia (where he raised awareness for the Red Cross Blood Service). His website is: <http://www.lonebiker.dk/EHJEM/index.html>

Erik is planning to split the pledged amount between Red Cross in Denmark and Australia.

Erik Straarup, the Danish 'Lone Biker', began an unassisted bike ride around Australia on March 29th, starting from the Bell Tower in Perth. His goal was to ride around Australia and break the record held by Australian cyclist Eugene Schiltz. (Schiltz managed the



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

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

WATCH OUT FOR THOSE CARS!

Dennis Kelly (CTA member) phoned & emailed about the horrific bicycle accident his partner Trish's son sustained

on Saturday 19 April, at 11:30 in the morning.

Our condolences go to Steve Hoskins. He was riding along Reid Highway (training for the Ironman), when he collided with an automobile that had pulled off the highway to park in the cycle lane. Steve was travelling close to 40km/hr, so the resulting damage (as you can see) was extensive. His carbon bike is a write-off, with a crushed front wheel, snapped fork, snapped aero-bars, broken big chainring and other sundries. It also cost Steve his four front teeth, and a likely

dental bill of \$10,000-14,000—ouch! So remember, eyes open and cycle defensively, there's no telling what those cars will do!



YOUR CAPTION HERE



Here are the captions I got back for Lance & Patricia's photo:

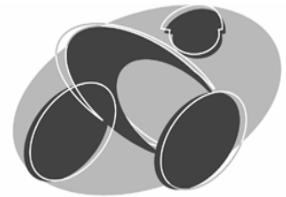
Brian S: "Does my Bum look big in these knicks?"

Bruce B: "Oops, was it liquid – or only gas!"

Mal & Lynn H (2 submissions): "No mate, that's not your elbow." & "Ancient Chinese proverb. Man with Liquigas on bike knick often check for source of leaky gas."

Leonie T (a whopping 16 submissions):
 "Wow, the liquigas outfit really delivers."
 "White knicks DO make my bum look big."
 "OOPs, looks like we have a liquigas leak."
 "Ready, Aim, Fire..."
 "Damn, where did that gel seat cover go?"
 "Hey, I can talk out of my arse!"
 "The beautiful view?"
 "Nope, Deb didn't leave any lipstick there."
 "Looks like no one has kissed this arse for a long time."
 "After all that time on the bike, I'm just checking both cheeks are still there."
 "Thigh bone's connected to the"
 "Aha! found the USB port."
 "Just checking my rear view mirror works."
 "How many different ways you can make the rear view look good."
 "Watching playback on the reversing camera."
 "With this rear view camera, I don't have to worry about running over kids when I reverse out the driveway!" (don't laugh, there is actually a rear view camera that mounts on your seat post and plays video through your cyclecomputer readout...http://www.gizmodo.com.au/2007/12/cerevellum_bike_computer_does_.html Please don't tell go-go-gadget Tom.)
and the winner is... (see pg 13)

Bikewest



cycle instead

Department for Planning and Infrastructure
 Government of Western Australia

www.dpi.wa.gov.au/cycling

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



For all your cycling & running requirements

Runner's World

Perth's specialist running & triathlon store

5 FITZGERALD ST PERTH
 (Near cnr Roe St) Ph 9227 7281

200km Achievement Ride

Saturday, 3 May

(Thanks to David Lewis for Last minute support)

- Mark Elliott
- Sam Huf
- Roy Messom
- Colin Prior
- Perry Raison

- Chris (Jugs) Rowley
- Jeremy Savage

300km Achievement Ride

Saturday, 17 May

(Well done to Gerry TenBokkel for support!)

- Mark Ewing
- Perry Raison
- Chris (Jugs) Rowley

Jeremy Savage

10,000 in 8 Achievement Ride

Sunday, 15 June

(will be reported in next issue as this just missed the publication deadline)

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

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.

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

PHOTO CAPTION WINNER

The winner of the photo caption on page 12 is Leonie T.

The editor's favourite submission was "Aha! found the USB port."

Congratulations Leonie, you have won a pair of CTA socks!

FOR SALE

Pannier racks

- (2) rear, good cond - \$20 ea
 - (2) front, near new - \$35 ea
- Contact: Brad or Lisa 9377 5891 (H) or 0411 359 416

Spin / Exercise bike

Near new, seldom used. Fully adjustable handlebar / seat positions. Magnetic flywheel resistance adjustment. \$800 or near offer.
Contact: Kleber 9354 7877

Saddle - Women's

Black leather. Unique design specifically for women. In mint condition - only test ridden. Still in original box with tags. \$50 ono.
Contact: Karen 9228 3838

2 person Macpac tent.

2 vestibules/entries, ground sheet VGC \$350 (\$750 new)
Contact: Lance 0409 905 995

MEMBERSHIP DETAILS:

CTA membership is from January 1st to December 31st. New members joining after June 30th may pay the half year membership price (1/2 of the prices shown below. Membership forms can be downloaded from our website www.ctawa.asn.au .

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-XXL, ladies size 10-16

LONG sleeved Coolmax tops in yellow with red stripes are \$110 each. Sizes currently in stock: mens L-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 77 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 16-22, long sleeve sizes 10, 12, 16, 18.

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

