

# THE CHAIN LETTER

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

November/December 2009

Issue 209

## PRESIDENT'S REPORT

Thanks to Colin, the On your Bike committee and all the volunteers for yet another fantastic On Your Bike tour. The most challenging day was the 93km of rain. However, I even look back on that day with fond memories. Although I still think that Colin should have been nominated for a 'Wooden Duck' award as he did not ride that day.

Next year's On Your Bike looks like it's going to be later than normal (October or maybe November) and as interesting as ever. In the mean time there's the 'Ride with a Difference' in March 2010 and a couple of weekends away (see the Rides Calendar).

The AGM is on Saturday, 5th December. This year we'll be looking for a number of new committee members including President, Secretary, Co-Editor (Content), Social, Rides and a new Membership Coordinator. If you consider that you have some time to give back to the

club and could help out in any way then please talk to either Colin or me and even more importantly, attend the AGM.

The Committee recommends changes to the CTA constitution. Last year, no-one stood for the Committee with the intent of being Editor of the Chain Letter. After the AGM, John and Erica volunteered to split the job and be Co-Editors, but the constitution does not allow the Committee to fill casual vacancies or co-opt people to the Committee. Elections can not even take place at a Special General Meeting. John has prepared a proposal for changes that will give us more flexibility and resolve a couple of other related issues with our constitution (see pages 10–11 for details).

That's it from me for this edition. Hope to see you on a bike sometime!

*Tom Hallam*

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Camping at New Norcia—On Your Bike Tour 2009

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

P.O. Box 174 Wembley 6913  
CTA Email: info@ctawa.asn.au



We welcome the following new members to the Cycle Touring Association.

Maurice Anderson  
Ian Miles  
Wayne Best

Peter Gillett  
David Braidwood

HOUSE KEEPING

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 editor@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).

BikeWest received notice that as from 1 April 2009 Main Roads WA would no longer have the resources to action queries forwarded from the online Department for Planning & Infrastructure hazard reporting system. BikeWest has updated its online information and made changes to streamline their hazard reporting system. Hazards can be forwarded directly to local governments, Main Roads or to the PTA. They have provided a map to assist with determining which agency to send the report to.

Main Roads will retain its fault reporting link <http://www.mainroads.wa.gov.au/OtherRoads/Pages/ReportProblem.aspx> and its 24hr telephone hazard reporting hotline (138 138).

It is recommended that in addition to reporting hazards to the appropriate local or state government agencies, copies of information should also be sent to Bruce Robinson, [bruce.robinson@westnet.com.au](mailto:bruce.robinson@westnet.com.au) and to the Bicycle Transport Alliance at [BTA\\_WA@hotmail.com](mailto:BTA_WA@hotmail.com)



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Keep up with the latest breaking cycle related news, whether your interest is in MTB's, Touring, Time Trials, 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

**DEADLINES:** Contributions for the next issue (November/December) should be sent to the Editors (telephone Erica or email [editor@ctawa.asn.au](mailto:editor@ctawa.asn.au)) no later **6 December 2009.**

**DISCLAIMER:** Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, the Editors, or its membership as a whole.

## Cycling With Altitude – a Himalayan Adventure

By Sarah Cutts

Finally, after months of preparation, the big day had arrived. After a long train and bus journey from Delhi, we got our first glimpse of the Himalayas. These are seriously big mountains, especially when the biggest hill I'd trained on was only 250 metres high.

Our group of 16 was mainly from the UK, with John Farrell, our Perth friend, and one American, who had just finished the company's Tibet ride. They were a very strong group, talking casually of Audax rides and trips over China, but all very supportive and a lot of fun. The guide, David, spends his life riding around the world, with the odd bit of guiding to make ends meet. It was his first trip on this ride, as we

would discover when he assured us "the next bit is easy..."

Even at our start point in Manali, a small hill town, the altitude started to affect us. A walk up a small hill left me short of breath, and a few days later, after getting to 3,000 metres, I'd stop breathing at night as hyperventilation caused the brain to lose its drive to breathe – luckily solved with acetazolamide (Diamox). We were all affected to some extent, with one of the worst affected being one of the fittest.

The first day was through gorgeous, lush country. The roads were more like four wheel drive tracks, though, rutted and stony. The variety of road surfaces over the trip was vast, varying from pristine tarmac, carefully swept by road crews with straw brooms, to collapsing tracks with streams following over them. We passed a lot of road crews, often whole families working chipping away at rocks with hammers. Their pay is roughly \$2 a day, and they live in primitive tents by the side of the road. At least they seemed to be entertained by the passing cyclists!



**The author, Sarah Cutts, on the road to Kahdang Lah**

Each night at camp, we would be greeted by the local crew with wet towels and food. Our tents would be set up with camp beds, and dinner would be cooked and served – luxury! The first night we ate outside, watching the sun set over the Himalayas. Breakfasts were magnificent – porridge, toast and omelettes. Lunch would be either at a roadside dharba, usually dhal and rice, or a packed lunch.

We climbed our first pass the following day, the Rohtang Lah. The name means "pile of dead bodies" referring to past travellers frozen to death. Hazards on the road included goats, donkeys, and the highly decorated trucks, belching black smoke. Once we learnt the constant horn blowing was a means of communication rather than aggression, we gained a lot of respect for the drivers, who drive long hours on very difficult roads. We did see three very recent crashes, so the bad ones get weeded out.

The Indian road safety people have tried to combat the high fatality rate with a number of signs. Some of my favourites

are:  
 Don't be a Gama : In the Land of Lama  
 If you are married : Divorce speed  
 If Overtake: Beware Undertaker  
 Don't gossip : Let him drive  
 Is not rally : Enjoy the Valley  
 Drinking whisky : Makes driving risky  
 I love you darling : But not so fast  
 Better to be late : Than is Late Mr...  
 I'm curvaceous : Please slow down  
 I reckon Mainroads could learn a thing or two!

As we moved further up the Himalayas, the scenery became more spectacular and barren, with weird rock formations. One of the highlights was the 21 Loops of Gata, which sounds like a science fiction monster, but was almost worse. In my case, it was 20km in granny gear. The loops took you to the Nakeel pass, then a fantastic downhill, avoiding the potholes and splashing through the streams.

We went over the desolate Moray Plains, seeing Gophers and Marmots, then trav-



Dean at the World's second highest pass

elled to a salt lake, which was also home to a group of nomadic Changpas and their yaks. Sadly, the streams were clogged with rubbish and the salt lake is receding.

The following day, David suggested a cross country "shortcut" to the main road. We pushed our bikes through sand and up the hillside – all very hard work at altitude where you have to stop to rest catch your breath every few minutes. He was not a popular man at the end! Next was up to the Tag Lang Lah pass, the second highest pass in the world. We all got soaked in the rain, the first heavy rain since 1997, then the hail and snow started.

Once I stopped being able to feel my feet and hands, which made gear changing a problem, I decided it was time to call it a day and take the bus, along with the majority of the group. A few super human heroes made it to the top, including Tim, who did the whole trip on a Bike Friday and in shorts. Of those left, two had to give up on the way down as their rim brakes failed and they both came close to hurtling over the edge.

Afterwards, we all huddled into one of the small food stores made from old parachute tents, warming up with rice and dahl. One or two of the group were getting close to hypothermia.

After this, the scenery became much more Tibetan, with the typical stone flat roofed houses and prayer wheels. The people and language also changed. We learnt the handy word "Julay" which means hello, good bye, please, thank you...

A beautiful 21 km descent through rugged gorges took us to a monastery for lunch, then finally into Leh, our destination. We had one challenge left though, the Kar-



Ironman Tim and his amazing Bike Friday

dung Lah Pass, the world's highest driveable pass. This was a climb of 2,000 metres up to 5,600 metres (Everest Base Camp is 5,200 metres).

This time, I was better prepared, wearing just about everything I had taken on the trip. We left at 5.30 am, so there would be enough time to return in daylight. Cycling in a snow storm was an experience. Every time I changed gear, a big chunk of snow would fall off my glove, and snow settled into all my clothes. The Ground Effect gear, especially the She Shell coat, performed magnificently. The temperature was down to -2 degrees, and icicles had started forming on the bike. I got to 4,700 metres, then the blow came. The army had closed the road because of the weather, so we had to turn back.

It was a slightly disappointing way to end the ride, but it was still a fantastic experience. We saw amazing places, met amazing people and rode conditions we had never experienced.

Would I do it again? Definitely.

The company, Red Spokes Adventure Tours, ([www.redspokes.co.uk](http://www.redspokes.co.uk)) was great, and we are looking at the rest of their list. Maybe Laos next year?

## On Your Bike 2009

By Colin Prior.

Well there it is guys, On Your Bike 2009 has come and gone with nary more than the most minor of hiccups in sight. The weather during the preceding week was awful but with the exception of two days with passing showers and a brief storm one night the Weather Gods were very kind indeed. As expected the wheat was green, the canola was bright yellow and there were wildflowers everywhere. The one thing that we didn't see much of at all was traffic and we just about had the roads to ourselves.

As usual it's the people and funny incidents on tour that are the most memorable. Who could ever forget the nightly anticipation to see what Bruce Quartmaine had 'lost' that day or find out what antics Scott King had been up to. My personal favourite though was Maria thinking that Brian Smith had a little 'floozy on the side' along on the ride with him. For those who weren't on the tour Brian's 'floozy' was his daughter Bronwyn.



**Roy Messom makes friends with the locals**

Again my thanks go to the volunteers and everyone else who lent a helping hand along the way. Without that willingness to pitch in and help, quite simply the tour wouldn't happen. I also offer my thanks to the 16 'green dots' (first time OYB riders) and so hope to see you again next

year. But lastly and most importantly I want again to publicly thank the committee Ann Wilson, Allan Duff, Tony Humphreys, Terry Bailey and Roy Messom. With a team like that of course it was going to run smoothly.



**Mal Harrison pulls in for morning tea**



**Bruce Quartmaine's true persona came to life**

## On Your Bike Poem

By Deb Palacios

The day before Guilderton, Colin was packing the truck.  
With rain horizontal, at home I was stuck.  
I don't think the wind could have blown any faster,  
Kept imagining the tour a total disaster.

For the last several years, I've not been too keen.  
To write this damned poem, it makes me feel mean.  
But when you all work so hard, to do stupid things,  
It would be ungrateful, for my pen not to sing.

We met Stu at Warrick, but he didn't want the bus.  
"90 km's to Guilderton? Ride there I must!"  
He had a mad Scot look about him, as he grinned.  
"If I can leave my bags here, I can ride like the wind!"

The luggage Nazis said "Bruce Quartermaine, you're in it!  
Your bag is well over the legal limit."  
"But I was careful, I weighed it", he wailed.  
Don't stress Bruce, I think they jimmed the scale.

Steve drove Cathy to Warrick for the start  
And then made a 2nd trip with a missing vital part.  
You've heard the saying "Out of sight, out of mind"?  
He moved her helmet, so it's his fault she left it behind.

Bruce, our safety officer, what were you thinking?  
At the start, I was sure you'd been drinking.  
On your lower body, Lycra you did don  
But above the waist, a collar! And you tied one on.

Mark was so tickled, like a little kid, so pleased.  
When he turned into lost property, a bum bag he'd seized.  
But when HIS jacket turned up there he was miffed.  
Didn't I tell you? Miss Karma, she's swift.

In Gingin Reg was our birthday boy.  
Stood up and announced it, he wasn't coy.  
"A real big fuss, I didn't want to make,  
But I knew you'd forget, so I brought my own cake."

Doug left a voicemail, it was a big disjointed  
"Steina twisted her knew, has to cancel, disappointed."  
He called right back to say "I'm still coming, that's all sorted"  
And for THAT, a wood duck you were awarded.

The green dots cop all sorts of flack.  
They don't know this, and they don't know that.  
But Bruce Pope's faux faux really did raise the bar  
'Cause you can't read your tour booklet when it's locked in your car.

On Day 2 my ride ended early  
It wasn't my fault, and it made me quite surly.  
Colin's been so busy, singing in the On Your Bike choir  
Sent me on tour with an un-roadworthy tyre.

On this trip, most of our waistbands expand  
The riding is great, but the eating is GRAND.

Christine's either starving Ric, or he's a real fighter,  
'Cause he needed a hole punch to make his belt tighter.

"It's Sunday, we need to pay our respects, right?  
I imagine God will guide us with a ray of light.  
We're at New Norcia, is THIS his chosen space?"  
"No", Gary said to Ken, "the pub's our sacred place."

Notice how some people can lead, but not follow?  
They say they'll cooperate, but their promises are hollow.  
Kleber's bags were late for the truck, and he knowed it.  
Next time just leave them, he likes pedalling loaded.

Who's that young floozy with Brian on this ride?  
Maria thought maybe he had one on the side.  
"Are you riding with Grandpa?" "Thanks a lot", Dixie  
"No, Bronwyn just looks young, I think she's part pixie."

It was an emergency, on a scale of the Titanic  
Had Cees calling his wife, in a real panic.  
And to this day, he hasn't a clue  
How his lost wallet, turned up in the loo.

Big Mike Waters is from this neck of the woods  
When the primary school cancelled, "Call my Auntie, you should"  
I reckon Yerocoin was a great stop to make  
Thank you CWA for your oodles of cake!

Unannounced roadworks made one cyclist lose the plot.  
Came off in the gravel, did our big Scott.  
I thought tri-athletes didn't have spills?  
No, don't blame Colin for your lack of skills.

Ron has finally abdicated, Long Live the King,  
Nola's taken the crown, porridge is her thing.  
She missed the 1st brekkie, but please don't moan.  
She made up at morning tea, with her morning scones.

And speaking of porridge, wasn't Sharon told?  
Did she forget? Or is she just old?  
When the rest of the kitchen crew were tucked up in bed,  
She was in the empty kitchen, scratching her head.

On Your Bike is really top fun,  
But the stories I hear, many a tall one,  
Will just have to wait as I've run out of room,  
But more next issue, I'll go on real soon.

To be continued in the January/February 2010 issue

### OYB 2009 Photos

Many on OYB gave Mike Waters a copy of their photos. The nearly 1500 photos have now been compiled into a DVD which is available to those who went on the ride.

Contact [oybphotos@inet.net.au](mailto:oybphotos@inet.net.au) if you would like a copy.

## Lift out Rides Calendar page for November/December 2009

**RIDES CLASSIFICATIONS:**

All riders are responsible for showing up with a well-maintained bicycle. You will need to wear a helmet and we recommend you bring a spare tube, puncture repair kit, tyre levers, pump and a spanner (to fit the axle nuts if your bike is not fitted with quick release hubs). Most importantly, bring water.

Rides are described according to the

guidelines below. *If you are unsure of your suitability for a particular ride, or if you feel it may be too long for you, don't be put off. Please contact the ride leader before the day, to discuss your suitability, or to see if you can do part of the route.*

**Terrain** refers to the hilliness of the ride, and can be Mostly flat, Rolling, Some hills, Hilly, or Unsealed road.

**Pace** refers to the average range of speeds

**on level ground without breaks.** Down-hills may be faster, uphill slower. For rides described as HILLY, consider choosing a pace one step down from your usual comfort level.

Social:	Under 15 kph
Leisurely:	15 – 20 kph
Moderate:	20 – 25 kph
Brisk:	25 – 30 kph
Strenuous:	30 – 35 kph
Super Strenuous:	35+ kph

**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 8th November****It's all gone south!**

60km, moderate to brisk! Meet at the Swan Bells at 8:45am for a 9am start. Join Jeremy for a 60km bash around shared paths and a few quiet back roads, all south of the city. There will be no mid ride coffee stop, but several chances for 'comfort stops', saving our appetites for the awesomeness that is the Swan Bells café.

Leader: Jeremy: 0412 886612 or 9493 2237

**Sunday 15th November****Picnic by the Lake**

50km, moderate. Meet at Clarkson Train Station at 10am for a ride along quiet back roads to the Yanchep National Park. We will stop and rest on the shores of Loch McNess for a picnic lunch, keeping our eyes open for the infamous "McNessie". Food and drinks are available at the park or you can bring your own. Invite non-riding partners and family to join us for the picnic (note that there is a \$10 entry fee to the park per car, but bikes are free). After the picnic we will return to Clarkson via the same route.

Leader: Terry 9472 9887

**Sunday 22nd November****The 2009 Great Perth Bike**

This is not a CTA ride, but it will be the

biggest mass participation ride for 2009. A really great ride for really great causes, so check out the web page and sign up.

<http://www.greatbikeride.com.au/>

**Sunday 29th November****Mal's melting miles!**

55km moderate and a few hills for a bit of fun! Meet at 8:45am for a 9am kick off from Charles Paterson Park (adjacent to the Burswood resort) for a trip down memory lane, down to Forrestfield into the foothills of the Darling Scarp.

Leader: Leader: Mal 9358 5257

**Saturday 5th December****CTA Annual General Meeting**

Loftus Centre (corner Loftus Rd and Vincent St), in between the gym and the library. 9.30am for a 10am meeting start. Tea / coffee during the meeting followed by lunch. More information on this year's AGM – vacant committee positions and nominating Cycle Tourist of the Year - is on pages 10–11.

Contact: Mark Ewing 9467 5114

**Sunday 6th December****Two up to Mundaring**

Meet at the Midland Railway *Continued on page 8*

**LIFTOUT RIDES CALENDAR**

*Continued from page 7*

**Sunday 20th December**

**The Christmas lights ride**

30km leisurely. Yes, it's that's time of the year again - ho, ho, ho! So here we go, go, go! Meet at the Thornlie Train Station at 7pm for a 7:10pm start. A similar ride to last year's fun, just without the day light

savings!

Leader: Jeremy: 0412 886612 or 9493 2237

**Sunday 27th December**

**Leaderless Christmas turkey burner.**

Meet at the Swan Bell Tower at 8:45am to hopefully beat the summer day's heat and belt off at least some of the Christmas

cheer. The ride distance, route and pace will depend on who turns up on the day.

**Sunday 3rd January**

**Leaderless New Year's Detox**

Start 2010 with a leaderless ride departing from Kings Park. Meet at Fraser's Restaurant, King's Park at 8.30am and negotiate distance and pace, depending on who's there.

**CYCLE TOURIST OF THE YEAR**

**Cycle Tourist of the Year Award**

This award is given at each AGM, and the winner receives an honorary membership for the proceeding membership year, an individual trophy to keep, as well as their name engraved on a perpetual trophy, that they keep for the upcoming year. Nominations can be made by any member, to any committee member prior to the AGM, as well as at the AGM.

The nomination may be based on:

**Tour Achievement:** The person may have realised a personal goal to cycle tour across Australia or overseas and involved the CTA by organising and leading the CTA member tour group through the entire tour. Achievement of a personal challenge without participation of the CTA membership would not be seen as important as meeting a challenge with CTA involvement.

**Leadership:** The person demonstrated an outstanding display of leadership, which provided direction to the CTA during the current or previous years. This may have

been a drive towards more touring, social endeavours, cycle education, or a membership drive, etc. Generally this would relate to CTA Presidents, but this is by no means a necessary condition.

**Club Support:** The person has consistently been there for the Club over a number of years. This award would be in recognition of their services in a Committee role, Ride Leader role, Ride Organiser role, Tour Leader role, and Public Relations/Social role over the current and/or previous years.

**Innovation:** The person may have introduced a radical change in thinking for the club membership in general, or altered the customary thinking of the role or proposed direction of the CTA. Innovative ideas may have been the introduction of a club uniform, or major improvements to newsletters or ride descriptions. The introduction of new things (past examples having included the Achievement/Challenge series, progressive dinners, evening social rides) which galvanise and focus the general club membership.

**Note 1:** The Cycle Tourist of the Year is not a reward for completing all the Achievement or Challenge rides, or having ridden a given number of kilometres etc., since these are personal goals which do not reflect the needs or involvements of the general membership.

**Note 2:** The above criteria were compiled as a guide to help people understand what they are voting for. Someone may fit into one or more of the criteria. You may feel someone deserves it for other reasons.

If you feel someone deserves the award, nominate them, but if you feel no-one deserves it, then you may cast a no-award vote.

Send your nomination before 1 December to [info@ctawa.asn.au](mailto:info@ctawa.asn.au) under the heading 'Cycle Tourist of the Year' nomination'.

**STOP PRESS**

Mark Ewing and Erica Larke, CTA Committee and Co-Editor of the Chain Letter, have announced their engagement.

CONGRATULATIONS!!

**Ride with a Difference—Saturday March 20 to Sunday 28 2010**

As most of you will already know, the Ride with a Difference in March 2010 will be based at the five star Mandalay Tourist Park right on the Busselton waterfront.

All of the rides will be commencing from Mandalay, as well. Another Difference – no rest day! We are planning a ride each day, however they are all elective.

Thanks to all those who have emailed us with their postal address.

The entry forms are now with the printer and will be sent out shortly. The number of people who have registered their interest has exceeded places at this stage.

It is great to have so many people inter-

ested in coming down to this beautiful corner of the South West to have an explore at their leisure.

Enquiries to Rob Tognela 0428 543 720 or [joanihoul@hotmail.com](mailto:joanihoul@hotmail.com).



## Red Sky Ride 2010 – Creating Cancer Awareness

By Deb Macksy

Take part in the Red Sky Ride cycle tour and raise funds to fight cancer. Whilst the Red Sky Ride is not a high speed road race it is a long distance endurance event for a good cause. In terms of rider participation the focus is on wanting to make a difference in the lives of people with cancer - a positive team, strong morale, and good fun.

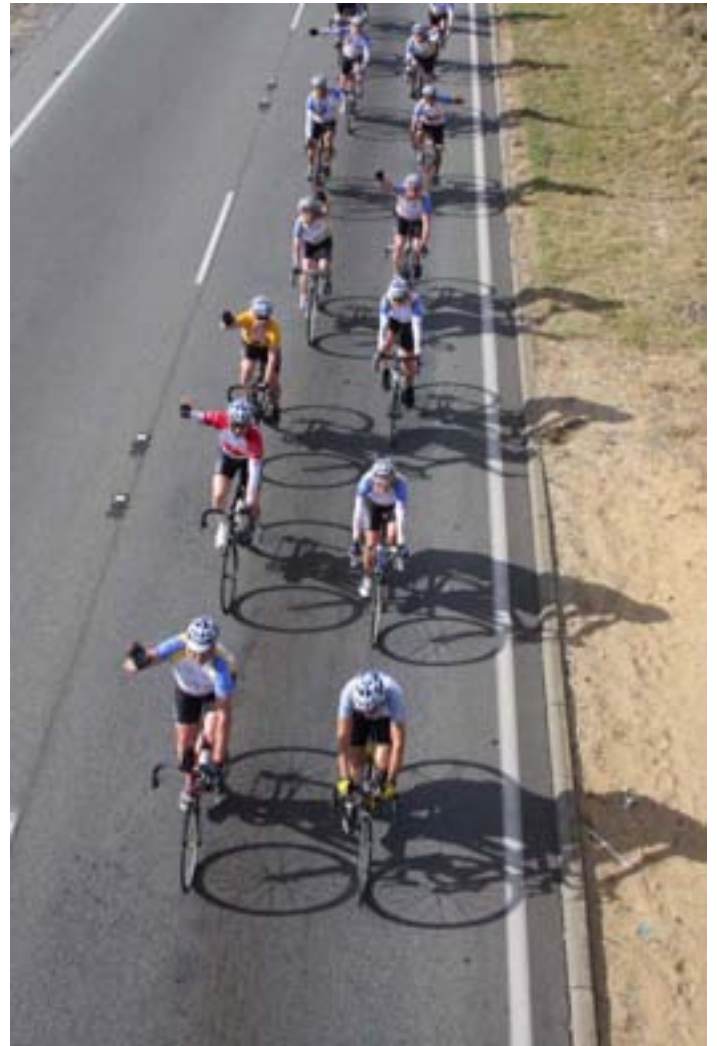
The Red Sky Ride is an event predominantly focused on raising the awareness of cancer and raising funds to assist people with Cancer. In 2010 the event will provide financial support to organisations involved in the research, treatment and support of people suffering cancer. The riders commit to raising \$5,000 and we provide assistance with ideas, joint fundraising activities etc. They also pay a \$1,500 entrance fee which covers the riding gear, helmets, tracksuits, accommodation, food, masseur, insurance for training and the event support vehicles.

Each year we have a number of riders that have never ridden before who successfully complete the event. Any CTA members interested in participating will need to have high standard of riding fitness already.

The 2010 Red Sky Ride will be held from the 7th - 14th March 2010 and will be over a new course, which will be approx 950 km; a challenging ride which will deliver a great sense of accomplishment once completed.

The new route is in the box below.

Further information including entry prerequisites can be found on the Solaris website: <http://solariscare.org.au/> or contact Deb via email at [dmacksy@aurenda.com](mailto:dmacksy@aurenda.com)



From the 2009 RedSky Ride

The new route for 2010 is:

- Day 1: 150km  
Perth to Harvey
- Day 2: 130km  
Harvey to Dunsborough
- Day 3: 90km  
Dunsborough to Augusta
- Day 4: 133km  
Augusta to Bridgetown
- Day 5: 0km!!  
Bridgetown - Rest Day
- Day 6: 157km  
Bridgetown to Wagin
- Day 7: 183km  
Wagin to York
- Day 8: 100km  
York to Perth



Red Sky Riders Founders Kim Gilbert (left) and Deb Macksy

## The CTA 2009 Annual General Meeting

**Notice is given that the CTA Annual General Meeting will be held on Saturday, December 5th, at 10am, at the Loftus Community Centre.**

The Annual General Meeting (AGM) of the CTA is fast approaching. Show your support – and come along. During recent years the attendance has unfortunately been quite low despite the membership growing substantially. We, as your club committee, strongly urge you to come and be part of what direction you wish your club to take. Lunch will be provided after the meeting for all to socialise.

This article gives a run down on what will be covered during the AGM, a call for nominations for some of our annual awards and what positions will be up for grabs. So read on and think about becoming involved in running your club.

### What's on the Agenda?

Reports from various committee members (President, Treasurer, Social Events, Safety, Achievement Rides, Newsletter, Clothing).

Reports from subcommittees (On Your Bike and Sustainable Cycle Tours).

Voting and awarding the Cycle Tourist of the Year Award (see additional information in an additional article).

The 'Newsletter Article of the Year' Award. This is chosen by the Co-Editors, and the winner gets a \$20 gift certificate for either CTA clothing, or to a Cycle Shop of their choice.

Voting and awarding the Ride of the Year Award. Although the Committee votes each month on its own favourites, any ride during the year can be nominated, and attendees will vote. Choose the ride you enjoyed the most—nice weather, many people, great atmosphere, interesting destination, good food, great company, achievement, or fun. This is an opportunity for you to show your appreciation to a ride organiser, and allow the club to recognise and reward their effort. Note that the On Your Bike Tour cannot be nominated. The winner gets a \$20 gift certifi-

cate for either CTA clothing, or to a cycle shop of their choice.

The award of Merit, Achiever, Challenge and Super Achiever badges and mugs. If you cannot attend the meeting, your badge will be mailed to you but you must arrange the pickup of your mug from the Achievement Rides Coordinator.

Nominations and Elections for all Committee positions (see additional information below).

The Agenda may include discussion of specific issues that affect the club. Most issues can be dealt with by the committee at our monthly meetings, and members are encouraged to voice any concerns/questions they may have to committee members any time, so that we can address these promptly.

Nominations are sought for Cycle Tourist of the Year to be voted upon at the AGM. See page 8.

Issues to be discussed at the AGM will generally be those where the committee feels it needs/wants additional input from the members, before making a decision. At this time, the proposed change to the constitution below is the only additional agenda item. Please forward any other proposed agenda items to the Secretary at [info@ctawa.asn.au](mailto:info@ctawa.asn.au) by 1 December.

### Notice of Motion Background

The CTA Constitution allows for the Committee to be elected only at an Annual General Meeting. However, any general meeting of the Association called for this purpose, should also have the power to hire or fire any members of the Committee.

There are no powers for either the members at a general meeting or the Committee at one of its meetings to fill any casual vacancies that might occur on the Committee by any other means. There is the possibility of accident, illness or some other calamity occurring that produces sufficient casual vacancies on the Committee that the Committee can no longer op-

erate. It is usual to give a Committee power to fill casual vacancies until the next general meeting. Furthermore, to comply with the Associations Incorporations Act 1987, Schedule 1 requires our constitution to allow for the filling of casual vacancies on the Committee so we should fix this to comply with the Act.

Finally, while the Committee has the ability to co-opt assistance, it has no powers to allow it to co-opt additional members to the committee. An example where the lack of proper power to co-opt to the Committee has occurred this year. A full committee was elected but no-one particularly wanted to be the Editor for the Chain Letter. Two other members came out of the woodwork shortly after the AGM when nobody else had stepped forward. A job sharing and splitting scheme was negotiated but neither had wanted to be sole Editor because of other commitments. The Editor always has been and really should be a member of the Committee but there is no mechanism for this to happen prior to the next AGM. Other possible changes in circumstance should allow the Committee the flexibility to co-opt and not just get assistance if the Committee deems this appropriate.

Note that article 9.1.2 deems that a Committee member resigns if they fail to attend three consecutive meetings. This is a mechanism by which they may no longer be eligible to be a member of the Committee and hence the wording proposed for 4.2 below.

**To be Moved that:** The following articles of the CTA constitution are repealed and replaced with the following:

### 3. Management of the Association

The Association shall be managed by a Committee as set out in article four (4) of the constitution. The committee shall be elected at the Annual General Meeting or at a Special General Meeting called for this purpose. Members of the Committee will serve until the next general meeting at which elections are to take place at which time they will retire but will be eligible for

re-election.

#### 4: The Committee

##### 4.1.1 The Committee shall consist of:

##### 4.1.1 A President

##### 4.1.2 A Vice President

##### 4.1.3 A Secretary

##### 4.1.4 A Treasurer

##### 4.1.5 Up to six other Committee members.

4.2 A casual vacancy on the Committee will occur if a member of the Committee resigns from the Committee, is no longer a member of the Association or in any other way is no longer eligible to be a member of the committee. The Committee shall have the power to appoint any member of the Association to fill a casual vacancy on the Committee.

4.3 The Committee shall have the powers to co-opt additional members of the Committee or to seek assistance from the members of the Association.

#### 10. Election of Committee Members

10.1 Nominations of Committee Members will be received by the Secretary up to and on the day of the General Meeting at which an election is to take place. All nominations shall have a proposer and a seconder and shall be announced at the meeting.

10.2 Nominees, proposers and seconds shall be voting members of the Association. Where more than the required number of nominations, have been received for any of the position(s) the method of election shall be by ballot.

(The present wording of the constitution is on the CTA website at [www.ctawa.asn.au](http://www.ctawa.asn.au))

#### Committee Positions

The CTA committee consists of a President, Vice President, Secretary, Treasurer, and up to six additional committee members. Specific leadership roles include Achievement Rides Coordinator, Safety & Promotion Officer, Newsletter Editor(s), Clothing Manager, Rides Coordinator, and Social Events Coordinator. In the past the Vice President has traditionally been the Achievement Rides Coordinator as well. The committee is free to create and reassign roles, including job sharing, within itself. It is not essential that all roles are

filled by committee members if attending meetings would be difficult for some potential leadership volunteers.

There are quite a few committee positions that need to be filled for 2010. We encourage club members to put their hands up for involvement on the committee—it's a great way to have your say and contribute to the club's ongoing success. Past committee members are more often than not happy to provide assistance and guidance when requested.

Below is a brief description of what each existing Committee member is doing in their assigned role, and whether or not they would like to continue next year:

**VACANCY - President (Tom Hallam):** The President is the 'face' of CTA to the public. Directs and oversees all committee action. Tom has held this position for two years but is not available for re-election as President.

**Vice President (Colin Prior):** The Vice President fills in for the President when necessary. Traditionally the VP has been the Achievement Rides Coordinator as well, but this is not written in stone. Colin is happy to remain in both roles, OR take on a different role within the committee.

**VACANCY - Secretary (Deb Palacios):** The secretary keeps everyone on track with agenda and minutes of the meeting, following up on tasks as appropriate such as a small amount of letter writing etc. The secretary also ensures safe keeping of the club's records (apart from financial reports). Deb has held the position for one year but is stepping down at this AGM.

**Treasurer (Ann Wilson):** The Treasurer is responsible for the association funds and the accounting associated with these. Ann has offered to continue as Treasurer.

**VACANCY. Membership Co-ordinator.** This is new role, previously performed partly by the Treasurer (membership cards etc..) and Simon Koek (membership database, emails, mailing labels etc..). Exact details are still to be established.

**VACANCY - Newsletter Co-Editor, Content (Erica Larke):** Along with the Newsletter Co-Editor, Production, this position

is responsible for publishing the Club Newsletter every two months. This involves encouraging members to submit articles and photos, editing, and liaising with other committee members for their regular submissions. The edited product is then handed over to the other Co-Editor. Erica has been the Co-Editor for one year and will be stepping down at this AGM.

**Newsletter Co-Editor (Production) (John Faris):** This role is responsible for formatting the newsletter and coordinating the printing and mailing. The Co-Editor (Production) is also responsible for maintaining archive copies of the newsletter and sending copy for the CTA website.

**Clothing Manager (Stephen White):** Manages the inventory of club clothing. This includes negotiating with new and existing suppliers, ordering, introducing new items when required, making sales from and storing the inventory.

**Achievement Rides Coordinator (Colin Prior):** Involves scheduling the Achievement Rides for the coming year, coordinating all required support, and keeping a log of who has completed what so that the appropriate awards can be given at the AGM. Stores Achievement Rides support gear (camp stoves, folding table) and ride mugs/badges. Orders mugs/badges as required.

**VACANCY - Rides Coordinator (Jeremy Savage):** The Rides Coordinator is responsible for organising the weekly Sunday rides, the summer mid week rides, and also the weekends away. This involves recruiting ride leaders, providing assistance to these leaders, incorporating the Achievement Rides into the calendar, and liaising with the club's committee and the newsletter editor to advertise the ride calendar. After two years in this role, Jeremy will be stepping down from this position at the AGM.

**VACANCY - Social Events Coordinator (Mark Ewing):** Arranges speakers and venues for social nights. Organises the social side of the AGM. Maintains the supply of tea/coffee and catering for these events. Mark is looking for someone to take on this role at the AGM.

**Cycling Safety**

We need to remember that cycling is potentially hazardous. As this edition of the Chain Letter is being put together, I am in New Zealand attending the funeral of a close friend and colleague, Graham Robinson. He was out riding on the morning of 14 October with another doctor on a country road just north of Auckland. He was killed by a passing vehicle in a hit and run accident. He suffered a major head injury and never regained consciousness.

Graham was well to the left himself and it would not have made a difference in his case. But in other cases, what we do as cyclists might make a difference and we must take care and ride defensively.

Graham was a keen runner in years past (with a best mile time of 4min 4sec) and a very competitive cyclist (and did the 100km from Rotorua to Taupo for those that know NZ in 3hr 4min). He was a good doctor and one of those who I tried to use a role model myself. He was a good friend, a good father and a loving and much loved husband to Lin who he had known for 44 years.

To all in the CTA, please take care. We need to remember that life is very precious and so easily taken from us.

John Faris.

**AGM Notice**

Continued from page 11

Safety Officer (Bruce Robinson). Advising on CTA safety matters and representing the CTA in other safety fora.

Additional Committee members (Roy Messom and Nola Cray) are assigned various tasks as necessary. Roy and Nola are happy to continue.

If you have any interest in having a leadership role and/or holding a committee position, please put your hand up now!

**Conclusion**

The CTA is a continually evolving organisation, and it is you (the members) that drive this evolution. Get involved, whether it's by leading rides, organising social events, serving on the committee, or just attending the AGM.

# CTA CLOTHING

Get your CTA Jersey—the weather is improving! Place your orders NOW!

The roads are dry and the days are warming up. The evenings are lengthening and the mornings are bright and still fresh. Give in to the urge and take to the paths! Winter is long gone and now is the perfect season to go by bike instead.



CTA can help you stay safely visible with a range of colourful, practical and comfortable cycling jerseys, shirts and socks. See descriptions and sizes below. New stock can be ordered to meet demand.

**Orange shirts (unisex):**  
short sleeve, sizes 16/L–22/XXL (\$35)  
long sleeve, sizes 10/XS–18/XL (\$35)

**Striped CTA jerseys:**  
women's short/long sleeve, sizes 10–16 (\$95/\$110)  
men's short/long sleeve, sizes S–XXXL (\$95/\$110)

**CTA Socks**

Make a fashion statement in brightly coloured socks, emblazoned with CTA logo (\$10).



**'Take-a-Look' mirror**

It's like having an eye in the back of your head. Same great quality, same great price. Attach to the leg of your sunglasses or spectacles, or be in quick to snap up a helmet adaptor. These mirrors have won widespread praise for their simplicity, ease of use, and the increased confidence they provide. Forewarned is forearmed — don't be surprised by the idiot behind. Prices for CTA Members Only:

- Mirror only (40+ in stock) \$20
- Helmet adaptor (10 in stock) \$4.50



Contact: Stephen White, southwind07@mac.com, 9471 8168 (H)



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Government of Western Australia

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

# The CTA Achievement Ride Series

## Introduction

The CTA conducts a series of "Achievement Rides" (ARs) 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 AR Coordinator (**see page 2 for contact details**).

The origin of the series was for set distance rides so that touring cyclists could train for loaded pannier touring. The philosophy being that if a rider could ride X kms unloaded in a day then they should be able to ride half X in a day when fully loaded. For example, if someone could do the 200 km ride then they should be also able to cover 100 kms on a loaded touring bike. The longest ride in the series is 300 kms on the basis that 150 kms per day is the absolute maximum that could reasonably be attained fully loaded.

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 the AR Coordinator.

## Ride time limits

To be considered "successfully completed" a ride must be completed within the given time limit. Upon successfully completing a ride you are entitled to a badge. Contact the AR

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

Coordinator if you would like badges.

## 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	50, 100 km and 5000 in 4
Achiever	50, 100km. 5000 in 4 plus any <i>one</i> of 160, 200 or 300km or 10000 in 8 or 100km AR and a further 100km the next day
Challenge	50, 100, 160, 200 km, and 10000 in 8
Super Achiever	50, 100, 200, 300 km and 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).

## Changes in 2009

During the recent AGM there was quite some discussion about the way ahead with the Achievement Series for 2009 and onwards. The main issue raised was that many people felt that there was too much of a jump from the Merit to the Challenge Series. It has been decided to add a new series known as "The Achiever". This level will include all the rides of the Merit Series plus any one of the longer achievement rides. (See table above).

The Achiever Series is still in its infancy and has scope to be changed so may include different rides in the future; keep an eye on the news letter for details. The Merit, Challenge and Super Achiever Series remain unchanged.

(The unofficial level of "Over Achiever" is awarded when you ride to and from the start of the 300km AR. Kleber is the only person known to have done it!)

## Qualifying to start the 160, 200 and 300km ARs

Due to their length, difficulty and time taken to complete there are qualification criteria to be eligible to start the 3 longer

ARs. See the following table.

If you have completed a ride of similar length and/or difficulty to those stated in the criteria e.g. Audax Ride or Over 55s Achievement Ride, and can produce some evidence as proof, then please contact the AR Coordinator if you wish to be considered eligible to start.

## 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

160km	100km same year
200km	160km same year; or Challenge Series previous year
300km	160 or 200km same year; or Super Achiever Series

from the AR Coordinator. Completed cards must be returned to the AR Coordinator as soon as possible after the ride (within 2 weeks) and absolutely no later than **four** weeks before the AGM.

## Achievement Rides support

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

## Dates for 2009

**Take 1—now complete**

**Take 2— also complete**

## Achievement Rides Successes

Liz and Richard Marshall – well done for doing the 10 in 8 by Brevet

## Series Successes for 2009

Mugs and badges will be awarded at the AGM and the names of the recipients published in the January/February 2010 issue of the Chainletter.



Himalayan donkeys (and a cyclist). See story page 3

### MEMBERSHIP DETAILS:

- |    |                               |           |
|----|-------------------------------|-----------|
| 3. | Full-time Students/Pensioners | \$23.00   |
| 4. | Dependents under 18           | no charge |

CTA membership is from January 1<sup>st</sup> to December 31<sup>st</sup>. New members joining after June 30<sup>th</sup> may pay the half year membership price (1/2 of the prices shown below).

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,

Membership forms can be downloaded from our website [www.ctawa.asn.au](http://www.ctawa.asn.au).

- |    |                          |         |
|----|--------------------------|---------|
| 1. | Renewal Adult membership | \$40.00 |
| 2. | New Adult membership     | \$35.00 |

If undelivered please return to  
PO Box 174 Wembley 6913  
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