

THE CHAIN LETTER

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

Sep/Oct 2010

Issue 213

PRESIDENT'S REPORT

2010 is over halfway gone and there are only 32 more weekend riding days until Christmas—far more important than the number of shopping days!

Personal circumstances have changed and both Stephen White and Roy Messon have resigned from the CTA Committee. Stephen was assisting the committee as Clothing Officer and he was also on the new jersey sub-committee. Roy was on the Rides Committee and on the OYB Sub-committee. He was one of the two truck drivers for OYB and will need to be replaced. Our thanks to both of them for what they have done and we wish them well.

The Perth City Council has commissioned a survey asking people to give their impressions of cycling in the city and their vision for the development of cycling between now and 2021. Terry Bailey has

summarised the need for as many people as possible to participate in this survey—but especially those with cycling at heart of course! Although the CTA has, for good reason, shied away from direct advocacy and lobbying, our objects include the promotion of cycling and I do hope members will respond. See page 11 for more details.

The CTA has a new membership database which has the capability of sending emails to members more easily than before. It was used in a trial run to tell members of last minute changes to a recent ride. I intend to test the system again about the time this newsletter hits mailboxes. If you do not receive an email from the CTA on or about 1 September and would like to be on our email list, please let us know at members@ctawa.asn.au.

I wrote last month of many of the budgetary and financial authorisations we have

now implemented as a part of reviewing openness, accountability, equity and fairness within the CTA.

But on the equity issues, I struggled with the last AGM decision which rejected the idea that any members co-opted to the CTA Committee could also be given the princely sum of a \$35 subsidy (honorary membership for the year) and that co-optees be treated the same as elected members. I did a year in 2009 with Erica Larke as newsletter editors, amongst the hardest working on the committee, but not recognised for our efforts. Stephen White was in the same position this year. \$35 for an extra co-optee is 15c per member. It was parsimonious in the extreme to deny this. And the recognition is more Continued on page 9



Connie, Karen, Teresa and Jude at the Christmas in July at Muresk

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CTA LEADERSHIP

PRESIDENT

John Faris ☎ 9485 2330 (H)
jgf@avmed.org.nz

VICE PRESIDENT

Jeremy ☎ 9493 2237 (H)

SECRETARY

Rowena ☎ 6201 5587 (H)
cta.secretary@yahoo.com.au

TREASURER

Ann ☎ 9444 5160 (H)

RIDES COMMITTEE

Simon ☎ 9271 2959 (H)
Mal ☎ 9358 5257 (H)
Jeremy ☎ 9493 2237 (H)
Rowena ☎ 6201 5587 (H)
Colin ☎ 9418 1571 (H)
rides@ctawa.asn.au

MEMBERSHIP

Deb ☎ 9418 1571 (H)

SAFETY & PROMOTION

Bruce ☎ 9384 7409 (H)

EDITORS

John ☎ 9485 2330 (H)
Sarah ☎ 9443 8095 (H)
sarcutts@inet.net.au

WEB SITE

Mike ☎ 9309 2745 (H)

CLOTHING

tba

OYB TOUR LEADER

Terry ☎ 9472 9887 (H)

Please send all correspondence to:
P.O. Box 174 Wembley 6913

CTA Email: info@ctawa.asn.au
Web Site: www.ctawa.asn.au

COVER PHOTOS

Both front and back covers show photos from the Christmas in July weekend tour conducted 10–11 July 2010 and lead by Simon Koek (aka Father Christmas). The tour started in Midland and proceeded through the back roads of the Darling Ranges to Mundaring and then on the Kep Track. The overnight stay was at the Muresk Agricultural College in the glorious Avon Valley. More photos are found on page 3.

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.** Photos should be at least 500KB to ensure adequate print quality.

Email to editor@ctawa.asn.au

REPORTING CYCLING HAZARDS

All riders are encouraged to report path and road hazards observed during their rides. Your action may well later save a fellow cyclist from a crash or a serious injury. Please e-mail a clear summary, with a subject "Hazard report" including details of the location and the problem (with a photo if you have a camera at the time) to: Cycling@Transport.wa.gov.au and/or Enquiries@MainRoads.wa.gov.au. If possible, please also send copies of the e-mails to Bruce.Robinson @ westnet.com.au and BTA_WA@hotmail.com .

The "official" hazard report link is www.transport.wa.gov.au/cycling/2345.asp. Reports need to be sent to the appropriate authority. You will have to use the map provided to determine which of these authorities is responsible for the location at which the hazard is found. However, the Bikewest map is often inadequate for finding which authority controls major paths. As a rule of thumb, Main Roads is responsible for traffic lights, major principal shared paths alongside freeways, major highways, the PTA for anything on railway property and the local shire (if you can determine which one) for everything else. Along a single bikepath there may be three or four different organisations responsible for sections of the same path. For instance on the path from Perth station to Subiaco station is variously controlled by the Perth City Council, Main Roads and the Subiaco City Council. If the problem is a caltrop puncture vine growing through the fence, the PTA is responsible.

Unfortunately, the web form does not give you a confirmation copy of what you sent, so you have no evidence that the hazard has been reported. Therefore, it is recommended to send emails as above rather than using the web links—or do both. You can also telephone Main Roads on 138 138.

Radio & TV:

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 (Nov/Dec) should be sent to the Editors (telephone Sarah or email editor@ctawa.asn.au) no later **4 October 2010**.

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.

CHRISTMAS IN JULY

Thanks to Simon for organising the brilliant Christmas in July this year. We left from Midland Railway Station for Muresk, half on the Kep track and half on the road. The roadies seemed to require a number of refreshment stops, while the dirt riders

found out how sticky a wet Kep track could be. Although there were a few showers, luckily it was not as bad as the previous day's deluges.

Accommodation at Muresk was in cottages, very comfortable with hot showers,

but freezing. Thermals were very welcome.

A musical Santa appeared with gifts. Seems everyone had been nice except Mark and Teresa – what does Santa know that the rest of us don't?



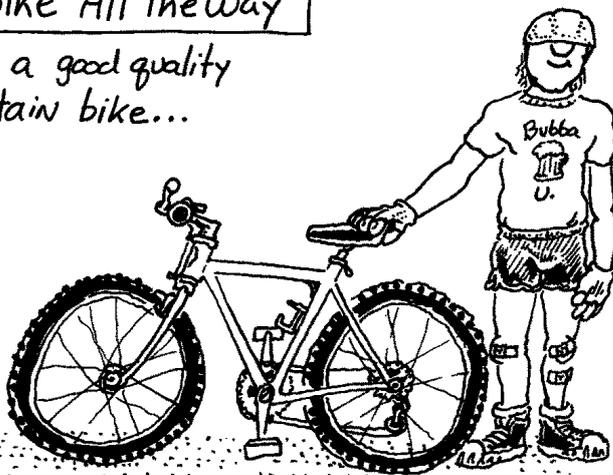
Teresa, David and Mark on the Kep Track



Mark and Simon approaching Muresk

Mtn. Bike "All The Way"

① Take a good quality mountain bike...



Cost \$725.00
Weight 28 lbs.

A defense contractor approach to a more sophisticated all-terrain all-aspect individual-rider two-wheeled personnel carrier.

Rehydration Recipe

Ever wondered what is in our rehydration drink? How about a home made alternative—cheaper and fewer chemicals.

The recipe is from ciptips.coms:

- ¼ C orange or 2 tbsp. lemon juice
- 4 tbsp. sugar
- ¼ tsp salt
- Water to 1L

Making a Mountain Bike Purchase (1)

Cartoon from The Mountain Bike Way of Knowledge by William Nealy

With permission

GIBB RIVER MOUNTAIN BIKE CHALLENGE

By Jeremy Savage

Team Crackalaken's Gibb River Mountain Bike Challenge!

After a year's worth of planning, a LOT of training kilometres and some serious (and not-so serious) fund-raising effort we have done it: we rode the length of the Gibb River road, from the town of Derby to the El Questro station.

We had dust and we had mud. We had heat and we had rain. We had some thrills and yes, we had a few spills too. But most of all, we had the time of our lives!

So what IS the Gibb River Mountain bike challenge? Well firstly, it ISNT a race. The times that are taken are merely to sort out the start order for the next day's riding, so the faster guys don't get caught fighting their way through all the traffic and the other riders. The times are only recorded for safety reasons. (You don't believe me do you?) The only trophy at the end of the days' riding is the best camping spot, or, for many, the camping spot the furthest away from us as possible!

A few Broome locals who wanted to show off their stunning Kimberly started the event, and they found a way to raise money for charity along the way.

WA Police Legacy is the main charity of choice with half of the expected \$500,000 being sent their way, and the second half being directed to a charity of each team's choice. The charity that we chose was Canteen.

The challenge of the event is not only to raise as much money as possible for the charity, but also just to get to the end of the day's riding, in one piece and within the time limit. Of course, everyone wants to have as much fun as they can along the way, and there are always going to be little rivalries formed along the way. Not that Colin Prior would know anything about that, would he?

Ok, so now about Team Crackalaken. The four riders of the team: Mark Ewing, Roy Messom, Colin Prior and I decided that



Team Crackalaken on the Gibb River Challenge

this year's event was something that we really wanted to be a part of. We drafted our "Camp Mother and master photographer" Keith and our "driver and Director Sportif" Michael to join in the adventure.

As many of you were aware, our main fund-raising event was a quiz night that we held at the Victoria Park Hotel. It was a great night and a huge success. It was even won by a table made up of (mostly) CTA members. We also had 2 sausage sizzles that (if nothing else) proved to be a lot of fun and gave us some quality time together to poke fun at each other.

The trip started at the really unsociable time of 4am, when we piled into the 2 cars and headed north. We had 2 full days of driving ahead of us to make Broome, where we stayed for two nights to get used to the heat and the humidity (and there was a fair bit of humidity and heat to get used to!) We got to see the sights of Broome, some by car and some by bike. Roy decided that his last minute training ride should be out to the Port so he could try his luck with a fishing rod.

Then on the Saturday we set off for Derby, the start point for the ride. After setting up the camp-site, it was time for us to see the sight of Derby - if you have been to Derby, then you will know what I mean! - the

Boab prison tree, by bike (of course). This also gave Roy and I a chance to ride the first few kilometres from the start of the event in Derby to the start of the Gibb River Rd.

The challenge started just before sunrise on Sunday, with the group of solo riders having an hour head start on the team riders. If people think that were mad riding the Gibb River road in a team, these people rode the challenge on their own, now that's hardcore! As the clock hit 6am around 400 people on mountain bikes hit the road for the start of the 2010 Gibb River Challenge.

The first day's ride was meant to be 220kms to the camp-site at Silent Grove but with the unseasonal heat and humidity came unseasonal rain (and lots of it) that caused the road into Silent Grove to be closed to all traffic. So after some wheeling and dealing, the event organisers arranged for the first camp to be made at the Imintji Aboriginal community. With 228 kms of riding (the bonus of not going to Silent Grove was an extra 8 kilometres of riding!) we were all pretty desperate for a hose off, but unfortunately for us, there were 450 people all with the same idea and 1 shower. So the creek down the road

Continued on page 5

GIBB RIVER MOUNTAIN CHALLENGE—Continued



A Determined Mark

became the communal bath.

Day 2 started with each team being sent off with a 1-minute gap between each team based on the finish position from the day before. We completed the first day's ride in 3rd place, thanks largely to the sterling efforts of the recently married and

soon to be father of the year, Mark. So we started day 2 in 18th place .

We managed to fight our way past most of the teams in front of us, but two teams that started behind us did pass us. The Raw-ring forties were the quickest team and have been the fastest team in 3 out of 4 past Gibb Challenges. They were only being beaten in 2008 by the Broome Riders team, who were second fastest in this year's event on Day 1.

We got given a 20-minute bonus by the timing official at the end of Day 2 so that had us in second place and second on the road for Day 3.

We didn't stay in second place on the road for long on Day 3. With a change in the road surface and Roy getting the rough end of a tummy bug we had to change our tactics and tyres as we hit some very muddy sections while Roy's efforts on the bike became greatly reduced.

Not long into Day 3 Colin decided to take a dip in a creek crossing. We are still not sure if that was a planned swim or just a serious lack of talent. (No one else in the team saw the spill, we just heard about it. A LOT!) After the swim, Colin started complaining that his gears weren't playing nicely. But as I was having similar issues

due to the amount of mud on my bike, I for one just ignored his comments and thought that he should just harden up.

The other Colin-related issue that was making life interesting and somewhat amusing was the combining of 2 teams (a 3 man team called the Lounge Lizards and a 4 man group called The Hardarses) on Day 3 as they figured out that in order to go faster than us and try to knock us down the order they would work together.

By the time we made the end of Day 3 at the Ellenbrae Station we found out why Colin was having problems changing gears: the rear derailleur hanger bolt had been sheared off. We think it happened when he hit the water that he fell into, so the only thing that was holding the rear derailleur in place was the back wheel's quick release and a bit of good luck! Fortunately for us, the good guys from Broome Cycles were on hand to repair Colin's bike keeping him on the road and giving us at least some reprieve from his constant talking.

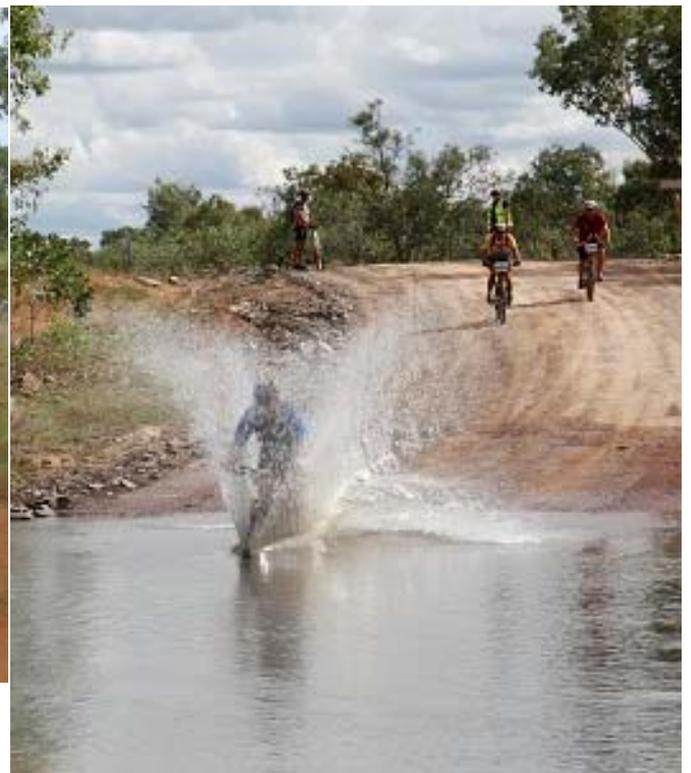
The Day 4 saw us heading to Heaven on Earth, also know as Home Valley Station. If you have been lucky enough to see the movie "Australia" then you will have seen

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Above: Colin on Gibb River Road

Right: Splash !



GIBB RIVER MOUNTAIN CHALLENGE—Continued

some of the amazing sights of this place, but the movie just cannot do justice to what I consider to be the most beautiful place that I have ever seen! After a fairly tough day's riding up and down a few "jump ups" we hit the 8 kilometres downhill run which was just breath taking!

We had teamed up with another Perth based team called Cuz's Crew on Day 4, and they stayed with us for most of the day and let us share the down hill section with them. The Crew joined us at the bottom of the descent for a lot of photos as we took in the amazing scenery.

The guys we had spent most of Day 4 with were also lucky enough to see perhaps the funniest event on this years ride: me falling off after crossing the finish line! There were no photos taken as I did a fabulous turtle impersonation, still clipped into the pedals on my bike and flat on my back (which is probably a VERY good thing) only because everyone around was simply useless for laughing, including me... All I can say is that sometimes, stupid hurts!

Home Valley station camp ground was the highlight of the trip, with lots of showers, great facilities and swimming pool that was used by people from the time we got there, until the time that

the last of the group left. It was by far, the worst sleeping weather I have ever experienced but one of the most enjoyable nights, even after I was fined for reckless riding and awarded the Spill of the Day.

When the official results were published after the 4 days of riding, we were in 5th place out of the 60 something teams and we were also the highest placed newbie team. Not that it was a race!

Day 5, the final day, was from Home Valley Station to the world famous El Questro station, a distance of ONLY 47 kilometres. As this day was not timed, our team decided so take the ride gently and enjoy some scenery along the way.

AUDAX 25th Anniversary Ride

CTA was well represented on the recent 25th anniversary Classic. The club offered 50km, 100km and 200km rides all on the one day. It was great to see some of the distinguished names from the past turning out for this scenic ride in perfect conditions. Thanks to Perry Raison for the well run ride, and Helen for the fabulous pumpkin soup!

John Faris also represented the CTA at the Audax social function the next day



Bruce and Ann at the start of the 200km ride



L to R : Mark, John, Colin, Jeremy and Sarah

So after 5 days of riding our (heavy and slow) mountain bikes along what is known to be one of the worst "roads" in Western Australia, through some of the most truly amazing scenery I have ever seen, we had made the end of the challenge we accepted when we entered the Gibb River Mountain Bike Challenge.

Once again, the Raw-ring 40's were the team to beat on the road and with a massive fund-raising effort thanks in part to getting a BMC Team jersey signed by the Australian Road Racing World Champion Cadel Evans (it was the very first BMC Team jersey that Cadel EVER signed!). The second fastest team on the road, closely behind were the Broome Riders.

After 16 days and almost 7000 kilometres driving and riding we finally made it back home to our loved ones, to the cool weather and our own beds after what I consider to have been the most amazingly organised chaos that I have ever been a part of, by a group of volunteers who could very easily been mistaken for professional event managers.

The boys from Team Crackalaken need to thank our loved ones, our two support team members Michael and Keith, our friends at the CTA and of course, the event organisers. And to answer the question: "Would we ever do it again?" "In a heartbeat".

Lift out Rides Calendar page for Sep/Oct 2010

Ride Guidelines

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

Rides are described using the guidelines below. *If you are unsure of your suitability*

for a ride, or if you feel it may be too long for you, don't be put off. Please contact the 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" or "Hilly".

Mountain bike rides (on tracks or unsealed roads) are described as "MTB".

Pace refers to the average speed on the

flat without breaks. Downhills may be faster, uphill slower. For rides with "Hilly" terrain, consider choosing a pace one level below your usual comfort level.

Social	Under 15km/h
Leisurely	15 - 20km/h
Moderate	20 - 25km/h
Brisk	25 - 30km/h
Strenuous	30 - 35km/h
Super Strenuous	35km/h or more

Contact: rides@ctawa.asn.au

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.

Saturday, September 4**200km Achievement Ride**

200km Some Hills, Moderate, 6:30 for a 7:00am sharp start. Meet at the car park off Morrison Rd (adjacent to the Midland Police Station) for registration & ride description. This is a challenging ride that takes in Toodyay, Dewar's Pool, Bindoon & the Chittering Valley. The time limit is 13hrs 30mins (average 15km/hr) & participants must have completed the 160km (Century) AR this year, or the Challenge Series last year. Participants must book at least two weeks prior to the ride & there is a \$10 fee for non-members.

Organiser: Colin 9418 1571 (H)

Sunday, September 5**Braking & Cornering Class**

7:45am sharp start. Meet at Kings Park car park, adjacent to the Biodiversity Conservation area. It's time to have a refresher on the often neglected principles of cycling. Paul Loring (CTA member & cycling coach) will be leading a 90 minute session. It is aimed at everybody, both novices & those wanting a refresher. Should be a good pre-cursor to OYB tour. You will leave knowing more about your own braking style & the tools to practice current technique. If it is wet we will shift to the following Sunday.

Leader: Paul Loring 0413 007 266 (M) or paul@loring.name (Email)

Sunday, September 12**When My Baby Smiles at Me, I Go to Freo**

50km Mostly Flat, Moderate, 8:15 for a 8:30am sharp start. Meet at Deep Water Pt for a ride, past Bibra Lake, to fabulous Freo for frothy cappuccino, before returning via the river. The ride may be cancelled due to bad weather, so check with the ride leader if the forecast looks grim.

Leader: Lynn 0402 303 270 (M)

Sunday, September 19**1) 10,000 in 8 Achievement Ride**

110km Hilly, Moderate, 8:00 for a 8:30am sharp start. Meet at Kelmscott Station for registration & ride description. This is the club's hilliest ride, requiring the climbing & descending of 10,000 feet of hills within 8 hours, around the picturesque contours of Armadale, Araluen, Bedfordale, Roleystone & Gosnells. Note that there is a \$10 fee for non-members.

Organiser: Colin 9418 1571 (H)

2) A Wooden Bridge to Woodbridge

35km Flat, Leisurely, 9:30am start. Meet at Shearn Memorial Park, Maylands, for a relaxed ride along the river to Woodbridge for morning tea.

Leader: Simon 9271 2959 (H)

Sunday, September 25 -Monday, 27 Queen's Birthday Long Weekend

40, 80 & 90km, Some Hills, Touring. At

the time of printing, the details weren't fully realised, but I want to lead a ride based on Kleber's Labour Day long weekend of March 2008. The tentative route is Midland to Mundaring via Kalamunda, then possibly to Toodyay, then back to Midland, possibly via Julimar Rd. It would certainly be good training for the OYB Extension tour next month.

Contact: Simon 9271 2959 (H)

Sunday, September 26**A Roll through the Valley**

50km Mostly Flat, Moderate, 8:30am start. Meet at Bayswater Station for a pleasant cycle through the Swan Valley. Of course we will stop for a coffee & cake at one of the many cycle friendly businesses there.

Leader: Noel 92378 3687 (H) **WRONG**

Wednesday, September 29**Cycling with Altitude Social Night**

7:00pm for a 7:15 start. Meet at the Loftus Community Centre's Community Hall (not the Learning Centre, our usual venue, but still between the new library & the gym). Tonight, Dean will be sharing tales from his epic Himalayan cycling adventure with Sarah last year. Hear about their hair raising midnight ride through Delhi & how they battled sickness, wild animals & fatigue to cycle up vertical mountain sides & across wild, wind swept ice covered plains in some of the most inhospitable terrain in

Continued on page 8

LIFTOUT RIDES CALENDAR

Continued from page 7

northern India. Be enthralled by accounts of how they survived extremes of heat & cold, & evaded the pursuing Indian Army! And with over 2 000 photos to show, you can expect to be both informed & entertained for a few hours!!

Organiser: Simon 9271 2959 (H)

**Sunday, October 3
OYB Prologue**

45km, Rolling/Some Hills, Moderate, 8:30 for a 9:00am sharp start. Meet at Murdoch Station. Come & meet some of your fellow OYB tourists as we meander through some of Perth's southern suburbs. The ride will head south along local roads, east of the freeway, as far as Rowley Rd, before heading northwest through the Beeliar Regional Park on our way to a secret destination for morning tea. After some refreshments & a chat we will return to the start. Participants need to contact Ann no later than Friday, September 24.

Contact: Ann 9444 5160 (H) or oyb@ctawa.asn.au

**Saturday, October 9
300km Achievement Ride**

300km Hard. This is the CTA's most challenging ride; having to complete 300km in 20 hours. Participants must book by October 2 & are subject to the organiser's approval (with appeals to Simon, as duly elected Rides Coordinator). Note that there is also a \$10 fee for non-members.

Organiser: Colin 9418 1571 (H)

**Sunday, October 10
Swan River Barbie Ride**

40km Moderate, Mostly Flat, 9:00am start. Meet at the Bardon Park car park, Bardon Pl, Maylands, for a very nice, scenic river ride followed by a BBQ at 12:00pm at the park. Members can have their partners & ankle biters come at this time to join us. There are kiddies' playgrounds, toilets, a plethora of gas BBQ's, lots of shady trees, the river & landscaped waterways (watch your kids). Members can carry panniers with their BBQ stuff. This ride has something for everyone, so

the more people the better. BYO everything including picnic blankets, Frisbees, & football. Limited tables & seating, but the gas is free.

Leader: Stan 9345 3552 (H)

**Sunday, October 17
OYB for an OYB Training Ride**

70km Some Hills, Moderate, 8.15 for a 8.30am start. Meet at Armadale Station (& the 8:24 train leaving Perth at 7:45) for a ride on quiet back roads to Byford. Then it's up Nettleton Rd to the Delicious Deli at Jarrahdale for a well earned rest. The ride continues through the beautiful forests along Jarrahdale Rd to Albany Hwy, where we can now "stretch our legs" down hill into Armadale.

Leader: Kleber 9354 7877 (H)

**Saturday, October 23 - Thursday, 28
OYB Extension Tour**

Leader: David taylor@eezi.net.au (Email) or 08 9771 8480 (H)

See details on page 9

**Sunday, October 24
The Jarrahburger Jive**

80km, Hilly, Moderate to Brisk, 8:45 for 9:00am sharp start. Meet at Armadale Station car park (meeting the 8:15 train from Perth) to head for the hills via the picturesque Wungong Dam, before taking in some of the best bush scenery from the 50 & 100km Achievement Rides. We'll then stop at the Jarrahdale General Store for refreshments, before a little more soul-quenching tree change & the descent back towards Armadale.

Leader: Cara cara@arach.net.au (Email - preferred) or 9384 4024 (H)

**Wednesday, October 27
Social Night**

6:30 for a 7:00pm start. Meet at the Loftus Community Centre's Community Hall (not the Learning Centre, our usual venue, but still between the new library & the gym). In May this year under the name of 'Team Crackalaken' Mark, Jeremy, Roy & Colin along with the support crew of Mike & Keith rode & drove along the 700km of dirt, mud, dust, corruga-

tions, water crossings & so much more that make up the Gibb River Rd. Along the way they, & 62 other teams, managed to raise \$250,000 for charity. The whole thing can be summed up as 6 childish men, 4 mountain bikes, 3rd place, 2 vehicles & 1 cracken good time! So come along to the slide night & enjoy as we relive the fun.

Organiser: Colin 9418 1571 (H)

**October 30 to November 7
OYB - Coast the Rainbow Tour**

See page 9.

**Sunday, October 31
Sorry, No Ride**

It would have been nice to have had a ride here for those not on OYB, and so many potential ride leaders who are away.

If any one wants to lead a ride on the next calendar (for November, December & early January), please contact:

Simon 9271 2959 (H) or spkoek@yahoo.com (Email)

**Sunday, November 7
Scenery is What It's All About!**

65km Hilly, Brisk, 7:15 for a 7:30am sharp start. This will be a hard ride with 3 big climbs. Meeting at Welshpool Station, we will head to the hills via Crystal Brook Rd. After cycling through Kalamunda's gorgeous wine valley, we will head to the Zig Zag via Mundaring Weir Rd, taking in some of the nicest views Perth has to offer. It's then time to earn a coffee in Kalamunda by climbing Kalamunda Rd before returning. For those not quite ready for this ride, there will be a few short cuts to get you to the coffee stop.

Leader: Jeremy 9493 2237 (H) or 0412 886 612 (M)

Planning Ahead

Sunday, November 27
Progressive Dinner

Sunday, December 5
Annual General Meeting

Friday, April 22, 2011 to Tuesday, 26
Easter at Muresk

MUNDA-BIDDI EPIC END TO END

Sept 12 to Sept 26

498 km, terrain challenging in parts, off road.

The first CTA Munda Biddi End to End is coming up! We plan an unsupported pannier trip, going at a fairly sedate pace, leaving from Nannup. Unfortunately the

trip is now full, but we will be at Logue Brook on Saturday 18 September, if anyone would like to join us there for the weekend. You would need to organise your own transport / accommodation, and can choose whether to do a lap of the Waterous Loop or just cycle along the track to meet us. Our last night will be at Carinyah

Hut, Saturday 25 September, ending at Sculpture Park, Mundaring on Sunday.

Otherwise, start planning for Part Two in two years time, when the trail is complete to Albany

Organiser: Sarah 9443 8095 (H)
sarcutts@inet.net.au

OYB Nov 2010, Coast the Rainbow & Extension

The OYB 2010 tour, Coast the Rainbow, follows the WA south coast from Bremer Bay to Walpole in the first week of November. (See previous Chain Letters for more details).

By the end of the first month after the brochures were posted, when CTA members were given preference, the tour is

full. Confirmed acceptances should have been sent out in the mail by the time you read this.

Applications are still being received and potential tourists are now being placed on a waiting list. The inevitable happens and a few more places will become available.

David Taylor will be joined by friends riding from Manjimup to Bremer Bay for the start of OYB and then back to Manjimup at the end. Details have been published in previous issues of the Chain Letter and are also available at:

<http://member.eezi.net.au/taylor/cycling/oybx/>

PROGRESSIVE DINNER—27 November

Calling All Venues! (27 November)

Progressive Dinners are wonderful evenings, where participants cycle between courses, enjoying food, cycling and good company. By November 27, it is expected that the balmy, summer evenings will have returned, and the air will be laden with the heady scents of Frangipani and Jacaranda blossoms.

However, as idyllic as this sounds, it does

require venues in which the courses can be hosted. Thus, the Rides Committee is asking for members who'd be happy to let their house be used for a course. Usually, the ride has 25 participants, but this may have to be reduced if the prospective venues can not cope with that number. In the past, cutlery & crockery have been hired, so all the hosts have to provide is seating (preferably at a table, but we have made do without before). If you would like to

offer your home, please contact Simon, giving your address and potential occupancy.

Unfortunately, if the requisite number of venues (3, but in reasonable proximity to each other) cannot be secured, **the dinner will have to be cancelled**. Thank you.

Contact: Simon 9271 2959 (H)
spkoek@yahoo.com (Email)

PRESIDENT'S REPORT

Continued from page 1

important than the money. I intend to have this issue revisited at the next AGM. It was unfair and must be changed.

With respect to our substantial tours, the leaders of the Sustainable Tours have generally paid for the ride, while the OYB subcommittee have had a 100% subsidy. Those organising both tours do a lot of work and, particularly with OYB, somebody has to drive the truck and the bus each day so they do not even participate in the ride on these days. But so do the volunteers on OYB do a significant amount of

work.

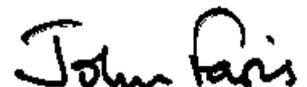
I have discussed these issues with many members, including those on the CTA Committee, the OYB Committee, those who have lead other tours, and members at large.

One of the criticisms of the OYB Committee, whether true in reality or not, is that it is a closed shop. I believe there is a willingness—indeed a desire—for new blood by those who have run OYB for many years. However, I agree that as a general rule people wanting to help run OYB

should be volunteers first and progress through the organisation. If the membership of the OYB Committee is, for example, more open, then those who volunteer and do the work, get the rewards. Those who don't want to do the work will have no cause for complaint. And I want to see a similar treatment for the Sustainable Tours which are also significant work.

I welcome member views on these issues—email me with your views.

Happy and safe cycling.



UNDERSTANDING RATIOS AND GEARING

By Mal Harrison

People who don't fully understand how gear ratios affect the way we power our bikes are at their most vulnerable when purchasing a new bike. I've lost count of the number of times I've heard "I wish I'd known that before I bought this bike". The reason for this article is to try and help make some sense of gears and ratios. Be prepared to get the chalk out and count your number of teeth - on your bike gears, silly, not on your falsies.

Pitch

Pitch is a term used to describe the distance between two similar points on a geared wheel, ie the point on one tooth to a similar point on the next tooth, is called the pitch.

Gears

Gears are very straight forward. Simply put, a gear is a small wheel with teeth cut into it to mesh with another gear, or chain, with exactly the same pitch as each other. If the gears mesh with each other then they will rotate in opposite directions. If however they have a space between them, taken up with a drive belt or chain, they will rotate in the same direction; very handy on a bike when you want to travel forwards.

Ratios

Ratios are similarly simple to understand. A ratio is the relationship between two or more gears and should be understood to be either a drive gear or a driven gear. Since all bike gears and chains are exactly the same pitch they will mesh very smoothly with each other. We obtain different ratios by varying the diameter of the drive gear and the driven gear. The front (drive) gear on our bike is called a chainring. The rear (driven) gear is called a cog and to understand how gears work, we will first consider the case of a single speed bike. A large chain wheel driving a small cog will make the wheel (attached to the cog) rotate more times than the chainring. The larger the chainring (in ratio to the cog) the faster the cog will rotate. The

chain travels at the same speed but the fewer number of teeth means that the cog must rotate faster because it is in mesh with the chain. Sorry, you'll just have to believe me!

Practical Considerations

Enough of that stuff; this is a hobby after all! While I've rarely heard anyone whinge about wanting a higher gear going down Greenmount, the same can't be said when the road tilts upward and the lower gears become an object of desire. A quarter of the way up Welshpool Road is usually enough to know if your new bike needs some modification. This is vastly more expensive than if the right gear choice had been made at the time of purchase.

We have to consider what we need, to get most people up 'Yon Hill'. For this we will now move to multiple gears. Whether you have either a double or triple chainring the smaller one of the chainrings is what we use to go uphill. For a strong rider a front chainring of 39 teeth and a rear cog of 25 will get them to the Merchant café in Kalamunda. Medium ratio gears (called compact chainrings) would consist of a setup of 34 front and 27 rear, which would probably suit most riders doing 100km plus per week. They will also be at the Merchant, but will be there a bit later. Most of the rest of us will need a triple chain set (called a triple crank, or just a triple) This will enable us to have a front inner chainring of between 22 and 30 teeth.

With 30 on the front and 30 on the rear (or any number, so long as it is the same) this gives a ratio of 1 to 1. Accordingly, the back wheel rotates at exactly the same rate as the chainring. We'll be at the Merchant about tea time, but the important point though, is that we will be there and in the CTA that counts for a lot. We are now in the domain of the touring cyclist.

Those Crazy Tourists

When we load our bikes up with panniers two things happen. Any acceleration disappears and hills become much harder to



climb. We need even lower gearing, but we also really need to consider our climbing technique - I'll cover this another time. Gear ratios as low as 22 front and 34 rear are not uncommon. Because I've not panner toured outside of Australia I find a ratio of 26 front 34 rear to be adequate for touring. For most light weight, unloaded, bikes gears of say 30/28 will be ok.

Summing up.

To find our lowest gear we must count the number of teeth on the smallest chainring and on the largest rear gear. We don't need to know any formula, we just need to know these two numbers. If you have, say 34/26, and you struggle up that rotten old Welshpool Road, then when you decide to change something, you will have the information that you need. You will be able to say that you need a lower gear and no one will be able to pull the wool over your eyes. Don't worry about bike weight, useable gears, rotating mass or any other of the jargon that is thrown at you. All you need to know is your gear info and the phone number of me or someone else who knows what it's all about. You're in a great bike club, so use the expertise of the members. Next time I'll look at the technique of hills riding, with an emphasis on the older, or maybe the newer rider.

Help Shape the Development of a Cycle Friendly City

By Terry Bailey

The City of Perth is in the process of drafting a plan to make the city more bicycle friendly and is calling on the public to have their say. The Cycle Plan will help the City meet its 2029 vision to create a “progressive city streetscape with improved access and routes for cyclists”. The development of the Cycle Plan would benefit the thousands of cyclists in the city and encourage others to take up this sustainable mode of transport.

It is envisaged that this document will

comprise objectives and targets for cycling in the city including:

- Increased end-of-trip facilities
- The development of a strategic cycle network (on-road and path)
- High quality education and training
- Best practice land use planning principles
- Improved infrastructure and safety
- Identified opportunities for integrated transport programs and projects

- Effective encouragement and promotion activities

The City of Perth claim to be “very committed to creating a bike friendly environment that makes cycling as easily accessible as possible.” Despite this they ban cyclists from the Trafalgar Footbridge in East Perth, the Mount Street Footbridge in West Perth, and have allowed the foreshore shared paths to deteriorate with little or no maintenance.

There are several major projects planned to get underway in the near future that have the potential to significantly affect the existing cycle routes around the CBD. These include Perth City Link (undergrounding of the Fremantle Railway line to reconnect Northbridge with the city), Riverside (redevelopment of the foreshore land between the Causeway and Gloucester Park), and Perth Waterfront (redevelopment around Barrack Square).

So it is now more important than ever for all CTA members to express their views on what their vision is for cycling in the city through visiting the City of Perth website at www.perth.wa.gov.au/cycleplan. Once the draft Cycle Plan is developed the public will then have another opportunity to comment on the activities included in the Plan.



The Trafalgar Bridge over Claisebrook Cove

Is your vision that cyclists should be banned, pedestrians banned or is your vision that pedestrians and cyclists should be able to share where separate facilities do not exist?



CHAIN LUBE

Anyone interested in trialling a new type of chain lube – free for the first 10 to reply.

The product is [Chain-L](http://www.chain-l.com/) <http://www.chain-l.com/>

A new type of chain lube has come onto the market. Not yet available in Australia, but I have a sample bottle from the USA. I saw a review on one of the online roadie forums so wrote to the supplier. I have bought a bottle, and said I am happy to let others try it.

I have tested it myself for over 3000kms and am delighted with it. The properties I

like: the chain is incredibly quiet, (you will notice all the other creaks and rattles!); its lasts ages, 1500km, probably twice that, before a refresh, and I don't mean a full chain clean!

My belief is a quiet chain is happy chain! It's unusually characteristic: it is thick and sticky to apply, so much so that after application you get like a spider web of oil off the cogs. Once applied you leave it for a couple of hours then clean it off, and you clean it until it is dry and shiny. Over the next few weeks and months, now and

again you wipe it clean with a rag. On the recent hills ride a few members were keen to give it a try. I have enough for at least 10 chains. We will meet up and all I'll need is for the riders to have already thoroughly cleaned and dried their chain. We won't be cleaning chains, they must be dry. I can apply the lube to all the bikes there and then.

If the feedback from those who trial it is good. I have already spoken to the supplier. I will do a bulk order, which I'm sure would save the cost of postage if not more!

Paul Loring: paul@loring.name

Achievement Rides

160km Brevet 15 July

Kleber Claux
Bruce Beecham
Ann Wilson

200km Audax ride 24 July

Bruce Beecham
Mark Corbett
Kleber Claux
Colin Prior
Jeremy Savage
Ann Wilson

100km Audax ride 24 July

Sarah Cutts
John Faris
Paul Loring
Bruce McPherson

50km Audax ride 24 July

Devo

5000 in 4 Brevet 2 August

Bruce Robinson

For (Sale) Giveaway

Bike Saddles for FREE:

1 Women's Terry.

5 or 6 Men's (Stella Turbo, Rolls, BG)

Contact Colin 0433 512 833 or
Deb 0421 697 453

Articles Please

The newsletter editors are always on the scrounge for articles. Best are always the ones about events and people in CTA. However, they can only appear if someone actually writes them. Even a couple of paragraphs is great. The hardest part is always starting, so get that first sentence done, and the rest is easy. And lots of photos, too, but please at least 500kb to ensure adequate print quality.

NEW MEMBERS

We welcome the following new members

Craig Pennell	Gary Thomas
Robert and Sally Gilchrist	Jamie King
Dean Craig	Donald Ward

CTA CLOTHING

There is limited stock remaining of the current CTA jerseys. The order for the new jerseys has been placed and they should be available by the end of September.



50% off usual price!

Short-sleeve jerseys now **\$50.00**;

Long sleeve jerseys now **\$55.00**

Offer valid while stocks last

Men's sizes: long sleeve L, XL, XXL, XXXL and short sleeve S, M, L, XXL

Women's sizes: long sleeve 12, 14, 16 and short sleeve 10, 12, 16

Orange Fluoro Shirts

Still available at the usual price of \$35 for both long and short sleeve. Long sleeve with full length zip; short sleeve are polo shirt style.

Sizes in stock: long sleeve 10 (S), 12 (M), 16 (L) and short sleeve 16 (L), 18 (XL), 22 (XXL)

CTA Socks

Red/yellow socks with CTA logo — \$10 a pair



Take-a-Look Mirrors

Unbeatable Take-a-Look mirrors — better than an eye in the back of your head — \$20; plus adaptors to attach to your helmet each \$4.50 (NB: Typical postage for mirrors within WA \$2.50–\$4.50)



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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 Rides Committee (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 reasonable be attained fully loaded.

Traditionally, the ARs have been run twice a year ("Take 1" and "Take 2"). "Take 1" rides are always run, but you should register at least 10 days beforehand. In line with the criticism at the 2009 AGM that the focus of the CTA is shifting a little too far away from "touring", the Rides Committee is to consider whether to have a "Take 2" this year or suggest that those who miss the "Take 1" should complete any missing rides using a brevet.

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 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 Rides Committee if you would like badges.

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

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.

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

Following the 2008 AGM, the Committee discussed the way ahead for 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. The new "Achiever" series was added to fill this gap. This level includes all the rides of the Merit Series plus any one of the longer achievement rides. (See table above).

Note that the 100km AR plus the 100km the following day can only count for the 100km AR, or the 200 in 2, but not both. The two 100km rides of the 200 in 2 must be ridden on two successive days to count.

The Achiever Series is still in its infancy and has scope to be changed so may include different rides in the future.

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

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

evidence as proof, then please contact the Rides Committee 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 from the Rides Committee. Completed cards must be returned to the Rides Committee 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 2010

Remaining Achievement Rides for 2010 are included in the Rides Calendar on pages 7 & 8.



Teresa and Karen on the Kep Track



Father Christmas at Muresk in July

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).

- | | |
|----------------------------------|-----------|
| 1. Renewal Adult membership | \$40.00 |
| (If paid by 31 Jan | \$35.00) |
| 2. New Adult membership | \$35.00 |
| 3. Full-time Students/Pensioners | \$23.00 |
| 4. Dependents under 18 | no charge |

Membership forms can be downloaded from our website www.ctawa.asn.au. Please send your cheque and form to the Cycle Touring Association, PO Box 174, Wembley WA 6913. **A receipt of payment is only issued on request.**

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.

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

