

# THE CHAIN LETTER

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

Mar/Apr 2011

Issue 217

## PRESIDENT'S REPORT

2011 has started off as a good year for the CTA. The Rides Calendar remains full thanks to the on-going work of the committee and those volunteering to lead rides. However, we are always looking for new and interesting rides and again I would ask all members to consider leading a ride on a Sunday morning. We need all standards, places, paces and rides suitable for either mountain bikes or road bikes but most often suitable for riders of either.

For Foundation Weekend, we have booked the Freemason's accommodation in Toodyay. There are 10 rooms each of which will sleep 2 people. The ride will travel up to Toodyay on the Saturday, do an out and back to Toodyay on the Sunday and then return to Midland on Monday. Sometimes there is somebody taking a vehicle, but we do not know this at this stage. So do not rely on any transport for a bag. We are, after all, the Cycle Touring Association not the Racing Bike Association. See page 8 for more details.

To assist in thinking "What ride could I

do", we are establishing a rides bank which will be open for any potential ride leader to raid. There is a call for input to this rides bank from Paul Loring on page 6. There is no set format for submitting ride details at this stage—we want to see a variety of ideas and formats before attempting to tie down any format.

Safety is an on-going concern in cycling. I ride my bike to work and back most days. I am continually disappointed by the stupidity of some cyclists. One morning last week I nearly had three accidents within 500m. Firstly, I had stopped at a Y junction to give way and another cyclist barrelled through the intersection just as I started presumably assuming I would leave room for him. I then had to slow to less than 10kph twice as I coasted down the freeway cycle path down Parliament Hill because other cyclists were overtaking coming up the hill well over to my side of the path leaving me absolutely no room.

And I really wish other cyclists would not cross the solid white line as they blindly

enter or leave the tunnel under the freeway exit at the bottom of Parliament Hill without the slightest Hope in Hades of knowing if a cyclist coming in the other direction is also cutting the corner.

Many cyclists consider the streets are well enough lit for them to see where they are going without lights. But remember lights

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### Paraquad Industries Fire

Overnight Wednesday 23 February, one of the workshops at Paraquad Industries in Shenton Park burned down. Paraquad handles the folding, labelling and posting of our Chain Letters. The original printing of this issue was destroyed along with everything else in their workshop.

Our sympathy is with the Paraquad Association and its staff. Our task in reprinting the Chain Letter is trivial in comparison with their loss.

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COVER PHOTOS

Front Cover: Inaugural CTA 200km AR Sept 1978—see page 11. Back Row: L> R Matthew King, David Millwood, Nicole Harrison, unknown, Geoff Dwyer (in Peugeot shirt), Ian Smith, Walter King, Trelma Lally Front Row: L> R Mike Brant, Wayne Lally, Alan Booth, Mr Brown. Photographer: Unknown

Back Cover: Participants in a recent "Beat the Heat": Bruce Beecham, Kleber Claux, David Van Zyl (hidden), Beverley Morrissey, Neville Taylor, Mal Harrison, Liz Marshall, Ken Pratt, Jeremy Savage. Photo Mark Ewing

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

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](mailto:Cycling@Transport.wa.gov.au) and/or [Enquiries@MainRoads.wa.gov.au](mailto: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](mailto:BTA_WA@hotmail.com).

The "official" hazard report link is [www.transport.wa.gov.au/cycling/2345.asp](http://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 (May/Jun) should be sent to the Editors (telephone Sarah or email editor@ctawa.asn.au) no later **4 April 2011**.

**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.

## Austria in the Autumn

By Stephen White

To my mind, cycle touring in Europe is one of the best ways to experience this continent. The variety of terrain is matched by the variety of culture, accommodation and cuisine, and always around the corner there is another gem of history waiting to be discovered. These were some of the attractions that that drew me back to cycle through Austria, Switzerland and southwest Germany, in late September and October 2010. I had 4 weeks leave, including a week planned to visit friends, so the route had to be quite well defined. Having previously ended a journey in Vienna, it seemed right to start there and work my way west. This tour, therefore, became a three-week trek from *Vienna* via *Linz*, *Salzburg* and *Innsbruck*, across *Liechtenstein* and into *Switzerland* as far as *Basel*. Given the time constraints, the third week saw me linking cycling days with sections by train.

### 30 Sept – 5 Oct: Vienna to Salzburg

The tour begins! On previous tours, I have found it can be very time-consuming leaving a large city, and this was again the case navigating out of Vienna. I was ready

for a coffee stop when I finally crossed from the tip of the *Donauinsel* to the east side of the river to find the well-known *Donau Radweg* (Danube cycle route).

The Donau Radweg is marked along both the north and south banks of the Danube. My preference is to take the more scenic route, so I opted to begin on the north side. Each day from Vienna to Linz included one or two crossings of the Danube, however, to explore picturesque villages, find a café for lunch or coffee, or reach the next overnight stop.

The Danube route is mostly easy cycling, and generally flat or gently inclined, even though by heading west I was going 'uphill' and against the usual trend. Much of the dedicated cycle path is sealed, but in places the route is along a fairly busy road.

West of *Krems an der Donau*, and again west of *Ybbs an der Donau*, the valley narrows noticeably, obliging the route to climb over undulating farmland – even directly through the backyards of the farms themselves – away from the river, so it is not all flat and easy. Some of the farm and forest paths are not sealed, but this is the highway of cycle routes and

everywhere it's well marked and easily followed.

From Linz I turned 'inland' along the *Traun River* towards the mountains. The *Traun Radweg*, though possibly not as well known as the Danube route, is also well marked, again mostly along a sealed cycle path, in places sharing the road with cars, and sporadically along unsealed forest paths mantled with an autumn carpet of yellow and brown. This was a late time of the season to be starting a cycle tour and I met few other cyclists, and no other cycle tourists.

Reaching *Gmunden*, on the northern shore of the *Traunsee*, I entered the *Salzkammergut*. This is a beautiful region in the northern foreland of the Alps where lakes are linked by rivers like beads on a necklace winding between mountains over 2500 m high. There are bike trails everywhere and, although from Gmunden I stayed more-or-less on the main *Salzach Radweg*, mountain bikers could spend weeks exploring routes in the numerous side valleys. Rounding the eastern shore of the *Traunsee*, I passed through the small town of *Ebensee*, then found myself on the 'wrong' path heading up one of these side valley detours, which became an idyllic 18 km round trip to a small lake, the *Offensee*, perched between mountains vibrant with autumn colours.

After a lively chat with two men in their 80s and 90s, out for a walk around the lake, I met another cyclist, who recommended I retrace my steps and take the *Seilbahn* (cable car/chairlift) up the north side of the valley. Which I did, and had an excellent time wandering along footpaths and clambering up and down local viewpoints. Reluctantly descending mid-afternoon, another couple of hours cycling brought me to the hamlet of *Radau*. Since *Rad* is the common short form in German for bicycle (*Fahrrad*), this seemed an apt place to stop for the night, at a randomly selected farmhouse.



Picturesque Kuchl in the alpine foreland south of Salzburg

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### 6–7 October: Salzburg

Salzburg was a planned two-day rest and recreation stop, including minor bike maintenance, posting used maps back to Perth and buying more maps, taking in some of the culture and atmosphere of this wonderful city, and setting my sights on the next part of the route.

### 8–11 Oct: Salzburg to Innsbruck

Salzburg was a planned two-day rest and recreation stop, including minor bike maintenance, posting used maps back to Perth and buying more maps, taking in some of the culture and atmosphere of this wonderful city, and setting my sights on the next part of the route.

The first day out from Salzburg it was clear that I was now in the Alps. Again mostly through farmland and woods, or alongside the increasingly rapidly flowing *Salzach* river, the route passes through exquisite towns such as *Kuchl* and *St Johann im Pongau* — there are several *St Johanns* in Austria, so it pays to be sure of which one you're aiming for!

Day two of this section of the tour was a steady, locally undulating, ride along the valley, via a detour to *Zell am See*. After an overnight stay in *Mittersill*, in a room

with a view to the mountains, day three was dominated by crossing the *Gerlos Pass*, from *Salzburgerland* into *Tirol*, climbing more than 700 m on a road that switched back and forth like a snake whose tail someone has stood on.

If anything, however, the descent was harder than the climb, dropping a vertical kilometre on a narrow, twisting road that was shaded, damp and cold, with a precipitous drop-off on the right. I was seriously concerned that, if I strayed too far right to let a car past, I stood a fair chance of pitching over the edge. Hogging the centre of the lane as much as I could, I reached the *Zillertal* cold and with strained nerves, but exhilarated and very satisfied with the day.

This was also the only day I struggled to find somewhere to stay. It seems that *Tirol* closes in October, taking a break to prepare for the winter season. After such a day, I didn't really need to spend an hour and a half chasing up and down the hillside looking for a bed, but eventually found just what I needed, topped off with an excellent meal, a well-deserved beer, and a long chat into the evening with another guest.

Perhaps it was delayed shock from the previous day's descent, the easy ride to

*Innsbruck* seemed long and slow, and *Innsbruck* did not strike me as the most inspiring of cities, but another visit on another occasion might prove otherwise. After some reckoning, I realised I needed to cover distance more quickly to have time to visit friends in Germany, so I bought a relaxing train ride from *Innsbruck* to *Feldkirch* on the far western border of Austria, where cold, grey skies in a valley that held the morning mist until lunchtime, blended perfectly with the beautifully preserved medieval atmosphere of this 1200-year-old town.

The cycling continued from *Feldkirch*, leaving Austria to cross via northern *Liechtenstein* into Switzerland. Unfortunately, it seems the Swiss don't do bakeries nearly as well as the Austrians, which was a pity as the weather was definitely turning colder and I needed a warm, aromatic sanctuary and a good cup of coffee a couple of times a day.

My first goal in Switzerland was *Appenzell*, home of tangy *Appenzeller* cheese and *Bergkäse*. A cheese-lover's heaven — cheese for breakfast, lunch and dinner. From *Appenzell*, I again took the train to allow time for an essential visit to *Sankt Gallen*, some 40 km south of the *Bodensee* (Lake Constance). *St Gallen* is home to a *Stiftsbibliothek* (municipal library) that houses one of the largest collections of the oldest books in Europe, including many volumes painstakingly copied by monks in the late 900s to early 1100s. The next day — day 15 and the last full day of cycling — was a long, enjoyable amble across country and west along the south side of the *Bodensee* to *Schaffhausen*. This town is close to the *Rheinfall*, Europe's largest (by volume) waterfall, where the Rhine tumbles over a precipice in a thundering cloud of spray. The area is one of the most popular in this part of Europe for summer vacations and the route along the *Bodensee* is punctuated by clusters of summer houses and towns that exist mainly on the holiday trade. In October it's pretty quiet, but I suspect that in the middle of summer it would be a nightmare trying to cycle this

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At Gerlos Pass

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way.

So ended the main part of ride. The following week was a combination of train journeys and visits with friends I haven't seen for ages, and only a taste of what promises, on another occasion, to be excellent cycling through the *Schwarzwald* (Black Forest).

To finish, here is a list of relevant statistics and information. Distances are according to my odometer, with an estimated error  $\pm$  2% compared with signposted distances.

Arrived Vienna 28 Sept, departed Munich 25 Oct: 13 full days + 3 half days cycling; 3 rest days, 4 train days, 6 days visiting friends

Accommodation: mid-Autumn and becoming cold, so few camping grounds still open; Gasthöfe, Pensions and hostels in Austria typically €20–60 per night

Route finding: Germany, Austria, Switzerland, much of France, and parts of the rest of Europe, are well covered by dedicated bicycle route maps. I used the Kompass 1:50 000 scale maps, but there

are several other brands to choose from

Distance cycled: approx. 1240 km; av. ~85 km per full day

Highest point: Gerlos Pass, 1628 m asl

Longest continuous uphill: approx. 750 m vertical over 8 km

Longest continuous downhill: approx 1 km over 9 km

Zero punctures, no broken spokes, nothing lost or stolen!

## DECYCLERATA

Ride placidly amid the noise and haste, and remember what peace there may be in separated cycle lanes.

As far as possible without surrender be on good terms with all car drivers.

Ring your bell considerately and clearly; and listen to others, even the trucks and taxis; they too have their story.

Avoid loud and aggressive 2GB schlock jocks; they are vexatious to the spirit.

If you compare yourself with TDF riders, you may become vain and bitter; for always there will be greater and lesser cyclists than yourself.

Enjoy your commuting as well as your weekend tours.

Keep interested in your own kind of cycling, however humble; it is a real possession in the changing fortunes of traffic planning.

Exercise caution in your dealings with the RTA, for the world is full of trickery.

But let this not blind you to what virtue there is; Clover Moore strives for high ideals, and everywhere the bicycle couriers are full of heroism.

Be yourself. Especially do not feign being able to ride a fixie.

Neither be cynical about steel frames; for in the face of all aridity and

disenchantment they are as perennial as the grass.

Take kindly the counsel of the years, gracefully surrendering the Colnago for a three-speed with sprung saddle.

Nurture strength of quadriceps to shield you in hilly terrain.

But do not distress yourself over mandatory helmet laws.

Many fears are born of fatigue and Nanny Society misinformation.

Beyond a wholesome discipline, be gentle with your carbon fibres.

You are a child of Bicycle 2.0, no less than the buses and SUVs; you have a right to be

here.

And whether or not it is clear to you no doubt the cycling infrastructure is unfolding as it should.

Therefore be at peace with the Chinese, they probably made your bike, and whatever your labours and aspirations, in the noisy confusion of George Street at 6pm keep pace with the man with rubber pedals ahead of you.

With all its shards of glass, potholes and broken derailleurs, It is still a beautiful world. Be careful. Strive to ride every day.

(Found in Old Saint Garry's Bike Shed, Brookvale 1692. Reprinted with permission)



## BIKE ENGINE MAINTENANCE

By Sarah Cutts

You've spent a fortune on the latest carbon fibre bike, researched all the components and spent hours tinkering to get the best performance. Now it's time to think about maintaining and servicing the bit that actually gets you over the hills – your heart.

The heart acts like your car engine. If the fuel line (arteries) becomes clogged up, the engine can malfunction when pushed. This is when you get chest pain (angina). Sometimes a bit of the clogging material can break off and can cause a complete blockage (heart attack).

So, let's look at some of the things which put you at higher risk, and what you can do about them.

**BEING MALE.** Not much you can do about this one, unless you plan to go to Thailand for a sex change. Girls, don't get complacent – we have just as many heart attacks, only ten years later.

**FAMILY HISTORY.** Again, not much you

can do about it, but be aware of it, because if close family members have had heart issues, you need to be even more vigilant.

**SMOKING.** Don't. Quitline 131848.

**HIGH BLOOD PRESSURE.** You should get this checked at least once a year after 40. Ideally, it should be less than 135/85, but this depends on other risk factors, so discuss it with your GP.

**CHOLESTEROL.** Again, this depends on your individual risk factors and the make up of your cholesterol, but get it checked.

**DIABETES.** Get it checked regularly. You can work out your risk on <http://www.diabeteslife.org.au/Diabetesrisktest/TheType2diabetesrisktest/tabid/80/Default.aspx>

**BEING OVERWEIGHT.** Waist circumference is the best way to measure this, roughly around your belly button. Men should be less than 94 cm, women less than 80 cm. [www.measureup.gov.au](http://www.measureup.gov.au).

Here is what you can do to prevent the

problems happening.

**HEALTHY EATING.** Before the irate letters start appearing, yes I know I don't always practice what I preach. If you were on OYB, just remember, what goes on the tour, stays on the tour...

The Heart Foundation recommends a diet high in plant based foods and low in saturated fats and salt. For more information on this, go to [www.heartfoundation.org.au](http://www.heartfoundation.org.au).

**INCREASE PHYSICAL ACTIVITY.** Doing nothing all week then racing Ann and Colin up the hills is not really ideal. You need to be active most days of the week, doing something which makes you feel that you need to breathe a bit harder for at least 30 minutes. [www.myhealthybalance.com.au](http://www.myhealthybalance.com.au) has good advice.

So, make an appointment with your GP for a check up – it costs less than a bike service, and it's easier than trying to replace worn out components!

## RIDES BANK

By Paul Loring

At the AGM, I suggested it might be useful for the CTA to develop a Rides Bank. The general idea is to create a record about each ride the club undertakes. For example, a map that that everyone can access online, a Ride Name, description, difficulty, the ride Creator/Leader, etc. Many of these rides are club favourites and have and will continue to be led by the originator. But there are also many that could be an ideal source of inspiration for new ride leaders.

As I was also elected to the committee, it should not be too surprising that I have been given the task of putting the idea of such a bank into practice. But to develop it, I need your help.

A great start will be for all 2011 Ride Leaders to let me have details of their planned rides (and those recently undertaken).

In addition I am sure the 'stalwarts' of the club have many memories and maybe hidden in a dark recess a record of a pleasurable outing with friends, please dig them out. Any information you have about such rides, also ideas about what information to record, and particularly any opinions about mapping, will be

very welcome:

It is difficult to know exactly what information to seek until a variety of ride leaders have shown what they are willing and/or able to provide. The attached Rides Calendar provides most of the basic textual information. In addition to that the Data Bank would have detailed route information. "A picture says a thousand words". So at the end of the day it would be great to have all the route details in the form of a standard online map, and possibly with a cross section of hills. But many routes aren't yet in that form. Don't worry about that. If you have routes, any detailed description in any format will suffice to begin the task of building the Ride Data Bank, eg, Right@ abc, Left @ dfg, etc. Soft copies are brilliant, but hard copies of older routes are likely to be the only source, so let's not lose them.

Please e-mail your thoughts about any aspect of this idea, send any soft copies about rides you know off. For hard copy information collate it, be that typed description, a tulip diagram, etc, and let me know what you have and we will talk about how to get it to me at a later date. paul@loring.name

## Lift out Rides Calendar page for Mar/Apr 2011

**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](mailto: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 5 March 2011 to****Monday 7 March 2011****Pannier, Peddling, Plonk n Paddling**

Ideal for touring or mountain bikes - low gearing with some hills and some gravel on Saturday. Good brakes essential!!! Car support may be available.

Contact Tony 0408 955 908

**6 March 2011****Beat The Heat**

55km moderate - some hills 6.30 am sharp start. By popular demand, these rides will continue for another two weeks. Leaving from outside Domino's Pizzas, at the Bentley Centre, 1140 Albany Highway. Leader: Mal 9358 5257 or 0401 103 035

**9 March****Social Night**

Just turn up at the Royal on Claisebrook Cove from 7pm for no other reason than to chin wag with fellow CTA members.

Contact John 9485 2330

**13 March 2011****1 Beat The Heat**

55km moderate - some hills 6.30 am sharp start. This will be the last Beat the Heat for the Summer of 2010-2011. Leaving from outside Domino's Pizzas, at the Bentley Centre, 1140 Albany Highway. Leader: Mal 9358 5257 or 0401 103 035

**2 Stu's Sloping Slog**

Moderate pace but hilly. Meet at Midland Station at 8 15am for a strenuous hilly ride up the scarp to Mundaring and

Mundaring Weir before wending our way along picturesque back roads to Kalamunda for a well earned cake and coffee. Finish with an exhilarating roll down the Zig Zag to the Helena Valley and back to Midland.

Leader: Stu 0409 882 931

**Sunday 20 March****Freeway Bike Hike**

[www.freewaybikehike.com.au](http://www.freewaybikehike.com.au).

(No alternative CTA Ride)

**Wednesday 23 March****Bike Week Evening Ride and BBQ**

15km, leisurely. Meet under the Narrows Bridge, south side, at 6.30pm. Ending with a BBQ in Mitchell Park—bring food!! Lights essential.

Leader John 9485 2330

**27 March****Jeremy's Observatory Hill Ride**

63kms Brisk with medium hills. Meet at La Plaza in Bentley at 7:00am. Heads up Welshpool Rd into the Pickering Brook Valley to Paterson Road (not the Paterson Road), a second hill climb towards the Perth Observatory before heading into the Kalamunda coffee stop. 3 nice hills as good practice for the 10000 in 8.

Leader Jeremy 0412 886 612

email: [jezsavage@inet.net.au](mailto:jezsavage@inet.net.au)

See <http://www.mapmyride.com/routes/fullscreen/27896764/>

**Sunday 3 April****100km Achievement Ride,**

Moderate. Meet at Armadale Train Station at 8.15am for an 8.30am start. A pretty but demanding ride up Bedforddale Hill, past Glen Eagle, then onto Jarrahdale & Serpentine Dam and back to Armadale. The first half is hilly. Time limit is 6hrs 40mins. The average is a leisurely pace! Contact: Michael Antonio 9529 4487(H)

**Sunday 10 April****City to Sea**

35km Leisurely with some hills. 8.15am for an 8.30am start. Meet at the Loftus Community Centre, Leederville for a ride to the coast and back via parks and lakes. There will be some unsealed tracks/trails around Herdsman Lake so this ride is only suitable for bikes with wider tyres. There won't be any official morning tea stop but those interested can head to the Oxford Cafe strip for refreshments after the ride.

Contact: Karen 9228 3838(H)

**Sunday 17 April****5,000 in 4 Achievement Ride**

55km Moderate. Meet 8.15am in the car park on the left cnr of Gillwell Ave and Page Rd across Albany Hwy from Kelm-scott Train Station. Arrive early to register. The course promises 5,000' of uphill and down dales. The ride is around Armadale & Roleystone area. Time limit 4 hours

Contact: Karen 9228 3838(H)

(Continued on page 8)

**LIFTOUT RIDES CALENDAR**

*(Continued from page 7)*

**Friday 22 April 2011 to**

**Tuesday 26 April 2011**

**Easter weekend at Pemberton**

We have a wonderful opportunity in 2011 with the Easter break extending through to include ANZAC Day, which does not happen very often. See page 9

Contact Simon 0439 987 039 or Noel 9378 3687 or easter@ctawa.asn.au

**Tuesday 26 April to**

**Saturday 30 April**

**2011 Sustainable Tour**

A continuation of the Easter weekend riding from Pemberton back to Mandurah.

See page 9

Contact Noel 9378 3687

**Wed 4 May**

**Social Night**

Loftus Centre 7pm. To stretch or not to stretch? That is the question. Some find merit in it, others can't be bothered. Bring your questions and objections and see the what the physio from Manning Physiotherapy thinks. Who knows we might leave a little more enlightened...

Contact Lucia 0417 189 385

**Saturday 7 May**

**160km Achievement Ride**

160km Brisk. Meet 7:30am at The Lakes BP Service Station, Cnr Gt Eastern Hwy & Gt Southern Hwy. The scenic course includes Wooroloo, Avon Valley, Northam & York. This is a supported ride so you MUST book with the organiser.

Organiser Don Ward: 9371 1388(H)

**Sunday 8 May**

**Through Yallagonga Reserve**

50km moderate, some hills. Meet at 8.30am at Edgewater Station for a ride through the Yallagonga Reserve and Wanneroo district. Coffee in the village at Wanneroo near the end.

Leader David: 0439 390 989

**FUTURE DATES**

**Saturday 4 June to**

**Monday 6 June**

**Foundation Day Long Weekend**

Meet at the Midland Railway Station at 9am for a weekend in Toodyay staying at the Freemason's. 10 x 2 bedded rooms have been booked. There will be a local ride Sunday with the return to Midland Monday afternoon.

Contact Colin 9418 1571

**Achievement Rides**

Saturday 3 July—160km AR Take 2

Saturday 6 August—200km AR

Sunday 28 August—50km Take 2

Saturday 10 Sept—300km AR

Saturday 24 Sept—100km AR Take 2

Sunday 25 Sept - 200 in 2 Leg 2

Sunday 2 Oct—5000 in 4—Take 2

Sunday 22 Oct—10000 in 8—Take 2

**Other Important Rides**

Xmas in July 23—24 July 2011

OYB Prologue 4 Sept 2011

OYB 2011 1—9 October—see page 9

**Social Nights**

Wednesday 4 May 2011

Wednesday 13 July 2011

Wednesday 14 September 2011

**AGM**

Sunday 4 December 2011

**Committee Meetings**

6 April 2011

25 May 2011

6 July 2011

21st September 2011

2 November 2011.

If you have anything you would like us to discuss, please contact the Secretary, Bruce Robinson—see page 2 for details.

**PRESIDENT'S REPORT**

*(Continued from page 1)*

are just as much to allow others to see you.

And then there are the people with insufficient brains to realise the importance of protecting them by wearing a helmet. Some anti-helmet activists dismiss the views of doctors by saying that of course we would support helmets. Hello!! We see the effects of head injuries. Although the hospital admission rates will not change much, some deaths are converted to serious head injuries, some serious head injuries to minor ones and some now avoid hospital admission.

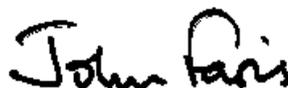
It is reducing the severity of serious head injury on the individual that matters. Look at how many people, e.g. Constable Butcher, have a single hit on the head or

on the pavement and are affected for the rest of their lives. Helmets can not save all lives or stop all head injuries, but there is no doubt they reduce the severity of some head injuries and this is what matters.

And finally it is said that compulsory helmets reduce exercise levels. In my professional life I have talked to literally thousands of people about exercise. I have heard (nearly) every excuse under the sun for not exercising. But I have never once, not even once, heard a patient give compulsory bike helmets as an excuse for not exercising.

Please keep safe.

See on your bike some-time.



**NEWSLETTER ARTICLES**

We would *love* your input on articles for the newsletter. We welcome articles and photos on

- Rides you have done, in WA or elsewhere in Australia or the world
- Articles on bicycles, cycling gear, maintenance or safety
- News of members—whether related to rides or not
- Health, physiology, exercise programs or anything else related to the rider
- Riding tips or techniques
- Cycling trivia or quizzes
- Anything else!

The Editors and other members will be very grateful!!

Contact: editors@ctawa.asn.au

## OYB 2011—Riding the Wave

From Terry Bailey  
Tour Leader, OYB 2011

### NOTE: New Dates!!

The dates for the 23rd OYB tour have been changed and the tour will now be in the FIRST week of the October school holidays from 1-9 October.

The route has also changed slightly and we will now be staying in Kulin on the second night so that we can take in all of the “Tin Horse Highway”. This is not actually a highway (so you don’t have to worry about riding with lots of trucks and other traf-

fic), but rather a stretch of road between Kulin and Jilakin where the farmers have erected more than 50 quirky metal sculptures of horses in amusing poses along the road side.

The tour dates have been moved forward one week to avoid the crowds and traffic associated with the annual Kulin bush races. This event is normally on the first weekend in October but this year it is on the second weekend, hence the need for us to change our dates.

The tour will be a one-way tour and will start in Midland with participants being

bused out to Hyden. After a visit to Wave Rock, we will ride to Kulin (via the Tin Horse Highway), Corrigin, Bruce Rock, a rest day in Quairading, York (via Beverley) and Bakers Hill before finally returning to Midland.

Thank you to the five people that offered to come onto the OYB Sub-Committee for 2011. Pending final endorsement by the CTA committee, two of these people have been recommended to join the OYB sub-committee and we look forward to working with you soon.

## Easter and Sustainable Tour 2011

The Easter Weekend is planned to be an ‘out and back’ rides to many of the fabulous local sights in the Pemberton and Northcliffe regions. It will be followed by Noel Eddington leading a partially supported pannier tour from Pemberton to Mandurah. The whole combination will form the Sustainable Tour for 2011. It is designed to allow people to ride just the Easter weekend out of Pemberton or both Easter and tour back to Mandurah.

Dates are as follows:

Fri 22 April: Travel to Pemberton by bus or private car – short ride in the afternoon.

Sat 23 to Mon 25 April: Rides will be based around Pemberton.

Tues 26 April: Return to Perth (for the Easter only riders). Or the tour continues with Noel along lovely quiet back roads to the following destinations:

Tues 26 April: Pemberton to Manjimup (31km)

Wed 27 April: Manjimup to Nannup (56km)

Thur 28 April: Nannup to Donnybrook (67km)

Fri 29 April: Donnybrook to Myalup (85km)

Sat 30 April: Myalup – Mandurah (72km and then home).

To secure your place, you will need to pay a deposit. Either send a cheque to P O

Box 174 Wembley, WA 6913 send or contact easter@ctawa.asn.au for bank account details for an internet transfer—but if you do this, put your name in the narration field so we know who has paid!!

Participants will need to pay for their own food and the remainder of their accommodation costs. Those interested should contact Simon Koek (0439 987 039) and/or Noel Eddington (9378 3687) or at easter@ctawa.asn.au to book a place.

Hostel accommodation is on a ‘first come first served’ basis and should be arranged with Simon. To secure one of the 20 places on the bus and trailer going down to Pemberton on Friday the 22nd, please contact Noel by 22 March.

## RAC RISKY ROADS SURVEY

The RAC are doing a survey to find roads of concern around Perth. Although mainly aimed at cars, it would be good to get as much cycle input as possible. So if you have had death defying incidents related to road design, go to [www.rac.com.au/riskyroads](http://www.rac.com.au/riskyroads) for information and to participate.

As a cyclist it is important to participate in the RAC survey. Don’t think they just

represent the views of cyclists (even if you get this impression at times). The Road Safety Council of WA has just one representative for road users, RAC WA. And road users include pedestrians and cyclists as well as motor vehicle users. And the road includes the entire road reserver, not just the roadway itself. The Council also includes seven Government Departments, WALGA and an insurance company (SGIO).

## ASTHMA TRAINING

Asthma affects 1 in 10 Australian adults, and is commonly made worse with exercising.

If you would like to know more about helping someone who has an asthma attack, the Asthma Foundation is running courses.

Refer to their website:  
[www.asthmawa.org.au](http://www.asthmawa.org.au)

## CALTROP—THE PUNCTURE VINE

By Mike Norman

Caltrop (*Tribulus terrestris*) is a southern European plant that has become naturalized within Australia and many other parts of the world. Although not considered a weed of agricultural significance in Western Australia (and therefore not covered by the Biosecurity and Agricultural Management Act) it still threatens the amenity values of recreational areas in many municipalities, especially impacting on cyclists, walkers with dogs and children with bare feet.

The term “caltrop” comes from a medieval device originally used by knights in battle and thrown into the path of oncoming horses to cripple them. In the United States it is commonly called “Puncture Vine” because of the thorns.

In SW WA, it is a summer growing annual plant with drought tolerance. It grows rapidly, flowering (small yellow flowers) and producing large numbers of spiny woody burrs that split up into very sharp woody thorns. Wiry stems radiate out on the ground to a metre or more from a central tap root, with each stem holding the numerous woody burrs. The thorns can remain dormant for at least 5 years.

It is not as wide spread in suburbia as many other weed species at present, but there it could take off in the future.

State and local government authorities have spent hundreds of millions of dollars on paths for the use of cyclists and pedes-

trians, which is a vital encouragement for greater participation in passive recreation in an age of disease due to lack of exercise and a need to promote alternatives to car use. This investment would be undone if we allowed Caltrop to get out of control in urban areas?

Caltrop may be more effective in puncturing bicycle tyres than broken glass (not that broken glass is not a big problem). The woody thorns are very hard and sharp, and can penetrate “puncture proof” tyres in my experience. Secondly, unlike glass, Caltrop thorns carried onto a path cannot be seen easily while cycling, and therefore cannot be avoided.

Another weed with a similar impact on cyclists is “Doublegee” (*Emex australis*) which is a declared weed originating from South Africa and is subject to control.

Biological control is not seen as practical at present. The only solution is persistent eradication, monitoring outbreaks and manually removing or spraying germinating Caltrop plants. But unless the “seed bank” is reduced and kept down over at least five years, any gains made in previous years can easily be lost.

This approach has proven to work on the northern suburbs PSP between the Perth CBD and Warwick station. During the summer of 2003, seventeen infestations of varying area were noted on this route (with an associated anecdotal increase in the number of punctures). Since then, Caltrop plants have been consistently re-

moved, and Caltrop punctures are now virtually non-existent, benefitting thousands of cyclists who now use this route.

Main Roads have commenced a project to map all reported Caltrop infestations and schedule regular inspections.

Local Government needs to be involved for areas under their control. The best means of doing this is to declare Caltrop a “Pest Plant” which gives the local authority to control it on both public land and order its removal from private land (such as vacant blocks, industrial land etc).

Finally, cyclists and other path users also need to play a role in the control of Caltrop by learning how to recognize this weed and then either reporting it or (for small infestations) removing the Caltrop themselves. If Caltrop can be recognized soon after it has germinated (ie with no thorns, or immature burrs), it can be easily pulled up, turned over and left on site. Cyclists who regularly use a particular route are best equipped to notice the Caltrop and then to look closely at that location in subsequent months and over the next summer, to see if there has been any subsequent germination. Persistent action over several years by individual cyclists in reporting and removing Caltrop has been proven to be effective in removing and reducing infestations.

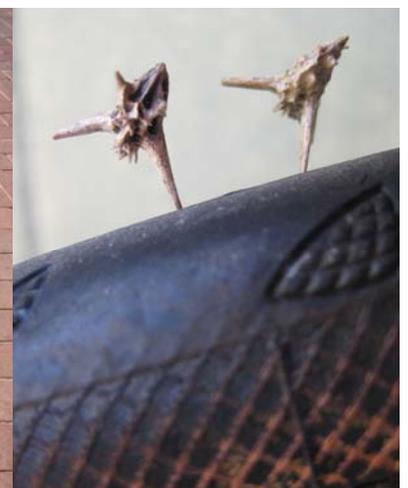
Cyclists can report Caltrop in the Bike West hazard reporting website—see page 2 for details or perhaps contact the local council.



Caltrop Emerging



Caltrop Infestation



Caltrop vs Bike Tyre

## THE CTA INAUGURAL 200km ACHIEVEMENT RIDE

Nicole Harrison was the CTA Secretary in 1978. Recently we came across an article she wrote in "Freewheeling", a cycling magazine of the time, in which she describes the CTA's inaugural 200km achievement ride. The article gives insight into the growth of Perth in the past 30+ years and how some things have changed and others remain the same. The cover photo for this Chain Letter was printed with the article but sadly we are unable to identify most of the riders.

Perth is a super city for bike riding: sunny weather, manageable traffic, beautiful views, reasonable terrain. Even well within the outer city limits, there are cycling venues to please all tastes: rides along the beaches for the sun seekers, along the river for truly splendid vistas, rides to the hills for verdant panoramas and challenging climbs, tours of the Fremantle area for the local history bugs and, of course, acres and acres of parkland such as Kings Park and Perry Lakes, great for shorter outings.

The Cycle Touring Association of WA exists to take advantage of these conditions. Its 'city' rides are always well attended and after four years of operations, organ-

isers are still finding new, untried routes for more rides in the metropolitan area. Some the CTA's best city rides are its yearly 'achievement rides' modelled on similar events conducted by United Kingdom cycle clubs. In 1977, two such events were organised: a 50 and a 100km achievement. Both were very successful and were run again in 1978 thus securing their status as annual events. The 100km achievement is particular popular with its basic route running the entire length of the Perth ocean front from the Fremantle Harbour entrance lighthouse to Mullaloo, the northern most beach suburb—and back again.

Sunday, September 10th, was the day of the CTA's inaugural 200km achievement ride. And an achievement it certainly was if nothing else—the weather saw to that! Fourteen intrepid riders assembled at 7am at the City Beach roundabout—undaunted by the wind and the intermittent rain which had been threatening the success of the ride since the previous afternoon. For this day, the weather predictions were indeed bleak showers, "fresh" winds and a maximum of 16°.

From City Beach the small group travelled north through the beach suburbs, past Scarborough's ocean facing flats and further along by the architect designed houses of North Beach and Sorrento. The first shower arrived after 10km. We took shelter for a few minutes before pushing on, our spirits not dampened. However, it was a relief to turn eastwards and to be pushed across the dunes to Wanneroo, a market garden area which lies just north of the immediate metropolitan area. We continued east into open countryside across the coastal plain on which most of Perth is built towards the Swan Valley and Bullsbrook, site of the Pearce RAAF Base. Bullsbrook was our first stop and our first very welcome warming food. The temperature seemed to be dropping and we were already quite wet. With rain turning into hail as we headed south toward Midland being buffeted along the Great Northern Highway making riding even

more like a duel with the trucks.

The weather improved beyond Midland and as we passed the half way mark, we were beginning to enjoy the lovely scenery of the foothills. Little did we know. By the time we hit the Albany Highway, it was pouring again and the speeding south bound cards sprayed us with curtains of icy water. The shopkeeper in Armadale couldn't quite believe his eyes when twelve saturated and stiff cyclists trudged into his shop. He was even more disbelieving when he discovered the details of our outing.

Armadale is the southern "boundary" of the metropolitan area and as we left it, we were pleased to be back on country roads again. However, the now thoroughly chilling rain gave us little respite until our return to the coast at Medina, south of Fremantle. We were soaked through and through and gears were becoming difficult to change as our fingers became numb from the cold, but we were heartened by a massive tail wind for the final 40km. It was indeed a relief for sore legs and we travelled in relative comfort. Nevertheless, Fremantle still seemed far away as we pedalled through the industrial suburbs of Kwinana and Naval Base. From Fremantle, even the hills to City Beach did not feel so arduous as we were back in familiar territory and our minds were filled with thoughts of home, warm baths and a good meal.

The inaugural CTA 200 was certainly held in arduous conditions, but in spite of wind, rain and hail, twelve riders completed the events, in 9–10 hours, well within the specified 12 hour time limit. Riders' ages ranged from 15–45 and there was one woman in the group. The ride was remarkably free of mechanical problems (18 punctures, nothing worse), but riders were still grateful for the moral support offered by our "team" of three backup drivers who followed the group in relays throughout the day. All participants in this gruelling event have received club trophies and badges as symbols of their achievement.



CTA 200km AR 1978—Route Map

WANTED

Touring Bike & equipment

I'm finally replacing the Cannondale that was stolen in Busselton on the first night of the OYB a couple of years ago.

Do you have a Touring Bike gathering dust and cobwebs in your shed? I am 165 cm tall so I need a fairly average sized bike. I'll need panniers and all the equipment too, including a lightweight two person tent, but nothing too heavy. I plan to cycle in Eastern Europe in June for my 4 weeks annual leave (Prague to Budapest as a start).

Can I buy it from you, dust included?

If you can help please email me: rowena\_h\_scott@yahoo.co.uk

BIKE FOR SALE

Trek 520 Touring Bike 54 cm, many extras., VGC \$800

Contact David 0418907381

LOST

LOST a Minolta camera in a black case, last seen on the bus returning to Wagin from OYB.

If found, please contact Nola: craynolam@hotmail.com

NEW MEMBERS

We welcome the following new members

- Lesley Ann Watson
- Nancy Lanario
- Richard Van Geyzel
- Lesleigh Stewart
- Marilyn Hil
- Ken Sim
- Tricia Miller
- Brian Danby
- Graham Tait
- Peter Komysan
- Glenn Hosking

SAFETY TIP

Are you drinking your water?

If your water bottle is as full at the end as when you started your ride, maybe a little salt will make you thirsty enough to drink it!

# CTA CLOTHING



CTA Clothing

The CTA is holding the following stock:

**New design CTA jerseys** (\$85 short sleeve, \$95 long sleeve):

Short Sleeve Unisex: S, M, L, XL, 2XL, 3XL

Short Sleeve Womens: 10, 12, 14, 16

Long Sleeve Unisex: XS, S, M, L, XL, 2XL, 3XL

Long Sleeve Womens: 10, 14

**Please note that the sizings for these Sprint Design jerseys are VERY small—most people need two sizes larger than their usual fitting.**

The sizes above include a variety of shorter or longer backs, and shorter or longer zips. Any combination of back length, sleeve length or zip length can be ordered directly from the manufacture (12 week lead time). Our suggestion is that you first try on what we have in stock. To place an order, you contact Sprint Design directly via their website at:

[www.sprintdesign.com.au/cycling-clothing/cta.html](http://www.sprintdesign.com.au/cycling-clothing/cta.html)

**CTA bib knicks and knicks are also available by special order through Sprint Design.**

**Old CTA Jerseys (sizing is more generous than Sprint above)** Only TWO still available, \$50 each: Short sleeve womens Size 12, Long Sleeve mens XXXL

**CTA Orange Fluoro Shirts (sizing is very large)** Short sleeve unisex style only: sz 16, 18 & 22

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

**Take-a-Look Mirrors** Unbeatable Take-a-Look mirrors. Attach to your glasses (and better than an eye in the back of your head) \$20 each Adaptors available to attach mirror to your helmet instead \$4.50 Typical postage for mirrors within WA \$2.50–\$4.50

**Contact Deb 9418 1571 (H) or email: [clothing@ctawa.asn.au](mailto:clothing@ctawa.asn.au) for any enquiries or orders.**



LOST MEMBER

A new member, Matthew Hender, paid a subscription through the internet banking late last year. Unfortunately, we did not receive any other details about him.

Does anybody know him?

If so please contact us or ask him to contact us at : [memberservices@ctawa.asn.au](mailto:memberservices@ctawa.asn.au)



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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 Achievement Rides Co-Ordinator

(See page 2 for contact details).

## Background

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

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

a "Take 2" this year or suggest that those who miss the "Take 1" should complete any missing rides using a brevet.

## Ride time limits

To be considered "successfully completed"

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 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.

## 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 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.

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

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 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 AR Co-ordinator. You need to contact him before attempting the ride.

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 2011

The dates for the 2011 achievement rides are published with the Rides Calendar—see pages 7 & 8



A well earned coffee break in Kalamunda mid way on a recent Beat the Heat Ride

## MEMBERSHIP DETAILS

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).

- |                                  |           |
|----------------------------------|-----------|
| 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](http://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

