

THE CHAIN LETTER

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

September/October 2011

Issue 220

PRESIDENT'S REPORT

Wow, 2011 seems to be going quickly. The OYB team has completed its recce. All looks good for a superb tour. Initial numbers were down, but additional promotional efforts have largely rectified this. It is not clear why initial registrations were slow and we would value comments. Suggestions include that it is an A to B ride, and not returning to the start point, the possible impact of the Bike Victoria tour back in March, not being in the SW, or not allowing family participation with younger riders. In 2000, those on tour were consulted and wanted the minimum age to remain at 16, but may be times have changed, but others have not been asked. Please let me know your thoughts at: president@ctawa.asn.au.

Lucia Britto has been doing a great job with the social program—see her report on page 8. We had a food collection at the Christmas in July as a donation to St Bar-

tholomew's House and received a very nice letter of thanks from them.

Sadly cycle injuries keep occurring. The Amy Gillett Foundation is raising money to run a major national education campaign. The cyclist education suggestions are on the right. There are motorists suggestions as well. But too many cyclists are their own worst enemies, e.g. cutting blind corners and overtaking where it is unsafe. A head on injury accident on the cycle path by City West Station was blamed by some on the poor path design. But it seems one cyclist failed to keep left trying to see if there was room past some pedestrians only to discover there wasn't. The path is bad, but a little patience and keeping left might have prevented the accident and the injuries. Please: keep left and keep safe.

See you on your bike.

John Paris

AMY GILLETT FOUNDATION

The Amy Gillett Foundation was set up after the death of Amy Gillett, who was killed cycling in Germany. The foundation promotes cyclist safety.

When you ride:

- Stop at red lights—you will get the respect of motorists—and it's the law
- Keep left to allow cars to pass
- Wear a helmet, have bright clothes and use a light at night
- Be predictable and signal intentions
- No more than two abreast and allow others to pass. (On cycle paths in WA, two abreast is illegal except when when one cycle is over-taking)

The foundation is currently fundraising to run a major advertising campaign to increase awareness of cyclists on the road. To donate, go to <http://www.amygillett.org.au/>



John and Sarah on the Friendship Highway in Tibet

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COVER PHOTOS

Front Cover: From the Himalayan Tour by Sarah Cutts, Dean Craig and John Farrelly—for the full story, see page 10

Back Cover: Carol Singing at “Hark the Herald Bike Bells Ring” - Christmas in July. L to R: Paul Loring, Mark Corbett (sitting), Simon Koek, Jude Comfort, Lucia Britto, John Faris, Jennifer Radisich, Devo, Tony Bennett. Photo: Teresa Liddiard

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.

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 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.

CYCLING IN THE BIG APPLE

Reviewed by: Stephen White

Bike Snob: Systematically and mercilessly realigning the world of cycling

by BikeSnobNYC

Snob (noun): 1. A person with an exaggerated respect for high social position who dislikes people or activities regarded as lower-class; 2. Anyone who thinks they are better than someone else based upon superficial factors.

By either of these definitions, BikeSnob-NYC certainly goes out of its, or his, way to cut self-important cyclists down to size, yet he does so in a tongue-in-cheek way that intentionally also gives cyclists, and cycling, their due. At the same time as laughing at some cyclists for their snobbery, without neglecting his own foibles, he champions cycling as a way of life. For me, this appeals enormously, because much of what he writes rings true.

Curiously, the author is semi-anonymous, identifying himself on the cover and online as BikeSnobNYC. You have to read the fine print or go to an online interview (<http://www.bikeradar.com/>; search for 'bike snob') to find out his other name is Eben Weiss. Set in New York, BikeSnob's story revolves around the image of cycling in the Big Apple, where appearance and status, or anti-status, are everything. It is a dissection of how cyclists fit into the urban environment, why we belong to the city culture, and what all that means. His take-home message — that cycling is a great thing and more people should do it — is summed up in the Introduction where he writes (p. 11): 'A bicycle is a Truly Great Invention because it is part of the entire range of human existence, from frivolity to necessity. A bicycle, if understood properly, and used to its full potential, is actually a key to a completely different, and ... more rewarding, life.'

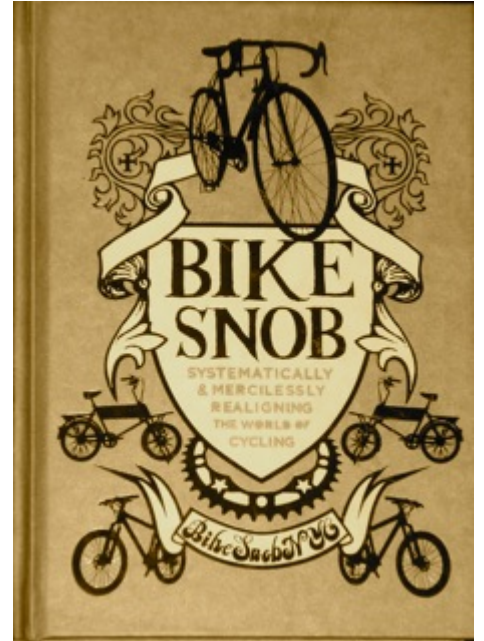
The chapters ramble across topics as diverse as what a bike is and what makes a cyclist, a brief history of bicycle evolution, varieties of cyclist, why anyone would

want to cycle, surviving the city environment, bicycle sub-cultures, looking after your bike and yourself, fashion and etiquette. Anyone who cycles in Perth will find much of this disturbingly familiar. Overwhelmingly, BikeSnob is concerned with explaining why cycling is so great, and he tries hard, very hard — almost too hard — to convince the reader, who is probably already a cyclist, of this fact.

BikeSnobNYC is evidently a classic New Yorker. I haven't been to New York, but I've seen a few episodes of *NYPD Blue*, so I infer that the style of the book and the writing reflect BikeSnob's New York origins. It's a writing style you either have to inherently like, or get used to, otherwise it can wear you down. Lots of sentences begin with 'yes' (as in 'Yes, folks...') or 'sure' (as in 'Sure, you can do such-and-such, but...'), which leans in the direction of blog-style, conversational patter. Actually, this should be unsurprising as the book is an outgrowth of the blogosphere (<http://bikesnobnyc.blogspot.com/>) and is best read this way. The book's origin is interesting in itself because it touches on the future interplay between online publishing and the traditional printed form.

The text is littered with allusions or direct references to pop culture, such as movies, music and New York lifestyle, and is illustrated with funky, two-tone pen-and-ink sketches, so if you're not a fan of these things, their relevance to the point being made might seem obscure. I can guess what is meant by an 'extreme mayo run' (especially after the third or fourth mention), but this kind of attempt to create a lasting writer-reader bond did not touch me deeply.

That said, the writing is brisk and amusing, solidly on the lighter side of life, including many quirky or poignant anecdotes from his experiences, making it a fun read. In my opinion, the same fun could have been had with fewer digressions into human mating habits or tenuous analogies drawn from unrelated, imaginary (or possibly not, this is New York,



after all) stories.

Although this is a small-format, comfortable, compact hardcover volume that doesn't get in the way of your coffee cup, it is perhaps not a book to read from cover to cover in one sitting, unless you strongly empathize with the casual style. A chapter at a time will probably suit most of us. Almost all chapters bear closer reading than you might at first think, though, because there are some real jewels of observation and opinion that resonated with me. In 'Fear and how to survive on a bike' (Chapter 5), he offers several reasons why conflict arises between cyclists and other road users. While repeatedly asserting that the majority of car drivers are 'stupid' (he is very frank in his views), he notes that '... a motor vehicle is a "major purchase", and major purchases are how people express their self-importance and project it to the rest of the world.' This I certainly agree with; it captures an element of superiority that lives within most of us, whether we admit it or not (and if you don't believe it, check the statistics on how many people think they are 'above average'), and highlights a recurring theme of the book that ultimately all road users need to learn get along with one another.

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Valley of the Loire River Cycle Tour

By Peter Mitchell

I recently went on a 3 month trip to Europe, visiting the towns of Prague, Krakow, Budapest and stopping at various towns in Croatia, Greece, Turkey, Spain and France. Had a very enjoyable time, meet some great people including many Aussies who are taking advantage of our AS and travelling. From my travel experiences have also earmarked a number of places I intend to return to.

One of those places is France and I want to tell you about an 8 day Barge and Ride Tour I did following the Loire River.

The tour was organized by Hat Tours which is a Dutch company and the barge is the *Anna Maria IV*, which is owned and captained by Martijn van Tatenhove ably assisted by his co-ordinator Marjorie who doubles as his wife. The tour started on Saturday afternoon with a pick up outside the Gare de Nord railway station in Paris. This was very convenient as the station connects with Charles de Gaulle airport.

The *Anna Maria IV* is moored at Cours de Barres near Nevers and we had a 3.5hr bus trip to get to it. Good time to meet your fellow cyclists of which there were 11.

Of those 5 were Australian and two of us from Perth, both members of the Over-55s. We arrived at the barge around 7.00pm. Another couple from Fremantle were already on board as they had been touring around the area.

On arrival we toasted the forthcoming week with a glass of champagne followed by a briefing from Martijn, introduction to the other crew, Scott and Becky, and issuing of our pannier bag. We were then shown to our cabins.

The barge sleeps 20 guests and cabin configuration varies. Some with double bed (probably $\frac{3}{4}$) and an upper bunk, others with two single bunks, some with and some without ensuite. But all have a sink and there is a communal shower and toilet for those without ensuite.

A short time to settle in, tidy up and it was time for dinner.

The tour package includes three meals per day, plus afternoon tea at the end of the day's ride. You definitely do not go hungry on the tour.

Continental breakfast is from 8.00 with juice, cereals, fruit, fresh crusty baguettes, cold meats, cheese, preserves, tea and

coffee. The French really know how to make bread

You make your lunch from the array of items available at breakfast plus a packet juice fruit and energy bar. These are carried in the pannier.

Lunch break was taken in a park, beside a lock or beside the canal.

Dinner was at 7.00pm and consists of three courses of produce from the local area we were travelling in. This was written up on the black board and proudly announced by the cooks Scott and Becky. The food is very good and more than enough to have a second helping if required after a hard day in the saddle. Wine, beer, spirits, soft drinks and water can be purchased on board and paid for at the end of the tour.

After dinner our tour guide, Willem also Dutch, introduced us to our bikes and gave us a rundown of the week's cycling. We received a map of the areas we would ride and a book covering the main features of the area. The tour leaders are on a two week turn around and we were fortunate to have Willem as he had been conducting these tours for 10 years and does 2 weeks early in the season and two weeks at the end. Great escape!!!!

Each evening Willem gave us a summary of the next day's riding and what was in store. Any options were put to the cyclists and democratically voted on. Each night a volunteer sweeper (tail-end charlie) was requested. The sweeper carried an extra pannier with detailed maps of the area in case of separation, repair equipment, first aid. Probably a whistle may have been a handy addition.

The bikes had 24 gears with twist grips and Dutch type handlebars. They had an on-board key locking system. From my point of view, not the most comfortable bike to ride, particularly for some of the hills around Sancerre. But this company caters for all types of cyclists so the bike is



A typical part of the cycle track along the river

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universal.

Each day's cycling starts at 9.00 and depending on the cyclist's experience, can be between 30 and 60 km. Our group consisted of young and old but we were considered experienced riders so Willem planned for around 55 to 60kms per day. Riding was mostly on bitumen but we also had some dirt tracks which the bikes coped with. This allowed time for the barge to travel to our overnight stop and be in place ready with our afternoon tea. For those that want to do there own thing, maps are available on board and the tour leader will gladly advise you of routes to take. If you do not feel like riding you can always stay on the barge and watch the scenery go by, read a book and have a drink as you cruise down the canal and negotiate the many locks. One day there were 14 locks.

A summary of some of the various attractions we covered in the 6 days of riding.

Festival of bread at Cours les Barres. Fresh bread from a wood fired oven. Yum

Street market in Nevers. Buy some in-season fruit for your ride.

Ride up the hill to the beautiful village of Sancerre. Great view and wine tastings of the regions very dry white wine.

Ride through fields of ripening golden grain contrasting with fields of green corn and acres of sunflowers.

Town of Briare has the longest aqueduct in Europe at over 600 metres. Partly built by builder of the Eiffel Tower, Gustave Eiffel. Also have fantastic chocolates in the town.

At La Bussiere there is the Chateau des Pecheurs situated on a lake. The Chateau is filled with fishing paraphernalia with a tremendous herb garden. You can also pick your own berries.

Castle at Gien which houses an international hunting museum.

Old town of Nevers with its church and battlement walls and towers.



Our floating hotel which followed us along the river



Talk about cycling with a view

Pouilly known for its wine, good food and local goat's cheese.

12th century castle at Saint Brisson.

Stops for coffee and pastries at various villages and towns

7 locks at Rogny-les-sept-Ecluses built over 400 years ago by Henry IV.

Canoeing on the Loire River.

My cost for the tour was US\$1245 plus the cost of the canoeing excursion and my bar bill and can reaffirm that it was well worth the money including the bar bill.

I understand that some members are in-

terested in undertaking a similar tour and Martin is able to handle any bulk bookings personally. Chris and Yvonne Muller did the same tour about 4 weeks prior to me. Apart from issues with the tour leader and riding ability of some of the other riders, they had a similarly great experience.

Chris is making enquiries regarding the cost of hiring the *Anna Maria IV* and filling it with Over 55 members.

If you require further information about the barge and ride or any of the countries I visited see me on the rides or e-mail me on: mitchwa@optusnet.com.au

How to Be a Middle-Aged Cyclist

Watching the Tour de France, you might reasonably come to the conclusion that all cyclists are dangerously thin, in their early 20s to early 30s, and can ride their bikes for up to three weeks without a rest.

The reality is a little different. Most of us are middle-aged. Most of us need to lose weight. If you want to become a bike enthusiast, you may as well learn how to be middle-aged, too, or at least act that way. Here are some helpful tips you can use:

Wear a long, loose-fitting jersey. A long, loose-fitting jersey will hide both your behind and your belly. This will make it impossible for others to recognize the fact that you are overweight. Because you are the only person who has ever thought of wearing loose clothes to camouflage extra weight.

Spare no expense in making your bike light. If you can find a way to reduce the weight of your bike by 20 grams, it's worth the cost. Period. And don't think about the fact that dropping 10 pounds from yourself would be much safer and less costly. That's not relevant.

Get a triple chain ring on your road bike. It's not because you don't have power in your legs, it's because you want to spin a higher cadence up the hills.

Obsess endlessly about equipment and technique. These are the keys to going faster. Those who would say that riding

with more power simply don't understand the complexities of riding.

Buy a helmet without many vents. If they can't see through your helmet, they can't see your male-pattern baldness, can they?

Learn the fine art of anti-trash-talk. Describe your potential ailments at the beginning of each ride. Be careful not to be too concrete about what's wrong, because it's always possible you'll have a good day and won't need to refer back to your pre-ride excuse.

Yes: We'll have to see how long I can ride; I'm still recovering from a cold.

No: I may have to break off early; I had a lung removed earlier this week.

Corollary to anti-trash-talk rule: All ailments are things that have happened to you, not things you have done to yourself. For example:

Yes: My tendonitis is acting up.

No: I failed to stretch and am paying for it now.

Start riding your road bike more, and your mountain bike less. Explain that this is because you like the rhythm of the road, or because it builds your fitness better. Do not acknowledge that you feel completely pounded after mountain bike riding, and are afraid you'll break your hip if you fall.

Stop shaving your legs. Describe it as a "silly custom, and I've got better things to

do with my time." Under no circumstances admit that you can no longer reach down to your ankles, nor that shaving your legs underscores the fact that you have varicose veins.

Let everyone know that I'm just taking it easy today. All cyclists know that some days are for going out hard, some days are for resting. When you ride with someone else, tell them you're just resting. Then ride at 80%. If the group still drops you, well, you were just resting. If you manage to hang with the group, then you're a strong rider even when you're resting. And trust me on this, nobody else has ever used this excuse, so everyone will believe you.

Dispense advice to younger riders. Tell them their seat is too far back. Tell them they're pedalling squares. Tell them they need to ride with their hands in the drops. Tell them to stop accelerating during their turn leading the group. Kids love to be taught, and never get tired of hearing your wisdom. Really, it's the main reason they ride at all.

Finally, I'd like to point out that I have discovered these tips purely by observing other cyclists. None of these apply to me. Nope. Not even one.

I have to go now.

From www.fatcyclist.com
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CYCLING IN THE BIG APPLE

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Interestingly, I thought this sense of superiority, a key ingredient in what makes a snob, also reflects on some cyclists who buy outrageously expensive or high-tech bikes for the main purpose of having an outrageously expensive or high-tech bike. They typically expect all other cyclists to get out of their way, or ignore red traffic lights and still think car drivers should respect them. That's my opinion and I possibly shouldn't let it infect the tone of

this review, but *BikeSnob* is of similar mind, and is not impressed with cyclists who try to own the footpaths as well as the roads.

However, poking fun at cyclists is the irony that underlies the book and makes it appealing. If you enjoy laughing at your own idiosyncrasies, and those of others, you'll enjoy this book. Would I buy it? Possibly not, but I would happily give or receive it as a birthday present. It's a great opportunity to tease a cyclist you know.

Bike Snob NYC by BikeSnobNYC, 2010, 219p.

Published in Australia by: Hardie Grant Books, Prahran, Victoria 3181

Available from good bookstores or buy online at:
www.chroniclebooks.com/bikesnob/

For another review, search for bike snob at <http://www.sixthousand.com.au/>

Price: \$26.95 (approx) retail in Australia

Lift out Rides Calendar page for September/October 2011

Ride Guidelines

All riders are responsible for showing up with a well-maintained bike. You must 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.

50km Achievement Ride Take 2

Sunday, 28 August 2011 : 9:00am

55km Moderate, 9:00am for a 9:30am sharp start. Meet at the service station on the corner of Nettleton Road and the South Western Highway, Byford, for registration and map/ride description. This is your second chance at achieving the 50km. The time limit of 3 hours 20mins (average 15km/h) should ensure that everyone has a chance of completing the distance. This is a straight forward ride in much cooler conditions than the Take 1 held in February.

Participants **MUST BOOK** at least one week prior. \$10 fee for non-members.

Leader: Noel 9378 3687 (H)

OYB Prologue

Sunday, 4 September 2011 : 8:30am

Moderate: 20 - 25 km/h. Some Hills 45km Moderate. Meet at Murdoch Train Station at 8:30am for a 9:00am departure. Come and meet some of your fellow OYB tourists as we meander through some of Perth's southern suburbs and the Beeliar Regional Park on our way to a secret destination for morning tea. After some refreshments and a chat we will return to the start.

Leader: Terry 9472 9887

300km Achievement Ride

Saturday, 10 September 2011

300km Very Hard. This is the club's most

challenging ride, having to complete 300km in 20 hours (average 15km/h) and is required to complete the Super Achiever Series. Riders need to have front and rear lights in good working order.

Participants **MUST BOOK** at least one week prior. All entries subject to approval (reasonable chance of completing the distance). \$10 fee for non-members.

Organiser: Sarah 9443 8095

New House Ride

Sunday, 11 September 2011: 8:30am

Moderate: 20 - 25 km/h. Flat 45-50km. Starting at 8:30am at Kwinana Train Station. Coffee in Southern River after we have checked on the progress of our new house. Ride finishing at Murdoch Train Station.

Leaders: Lance & Patricia 0409 905 995

Canning Meander

Sunday, 18 September 2011: 8:45am

Slow end of moderate. Flat. 40km. Meet at Raffles Hotel near Canning Bridge at 8:45am for a 9:00am start. Enjoy the parks and cycle tracks up and down the Canning River with the obligatory cup of coffee towards the end.

Leader: John 9485 2330

Social Night - Who Are You?

Wed, 21 September 2011: 7:30pm

We're all passionate about cycling but what else 'pings your spokes'? Come and

find out what some of our club members indulge in when they're off the bike - you might be surprised. Loftus Community Centre, 99 Loftus Street, Leederville.

Organiser: Lucia 0417 189 385 or email: bike_the_planet@hotmail.com

100km Achievement Ride Take 2

Saturday, 24 Sept 2011: 8:15am

Hilly. 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 and Serpentine Dam, on past Karnet prison farm before heading back to Armadale. Time limit is 6hrs 40mins. This equates to 15km/h but you would not describe this ride as leisurely.

Participants **MUST BOOK** at least one week prior. \$10 fee for non-members.

Organiser: Simon 9271 2959

200km in 2 Days Achievement Ride

Sunday, 25 September 2011: 9:00am

Day 2 : 100km. Flat. Meet at the Raffles Hotel, Applecross to start at 9:00am SHARP. Enjoy the flattest 100km ride we could think of, straight down the freeway Principle Shared Path. This is the second day if you are doing the 200km in 2 days and can also count as a 50km ride if you have not completed that at an earlier time this year. Average 15km/h which could almost be described as leisurely.

Participants **MUST BOOK** at least one

LIFTOUT RIDES CALENDAR

week prior. \$10 fee for non-members.

Organiser: Kleber 9354 7877

**5000 in 4 Achievement Ride Take 2
Sunday, 2 October 2011: 8:30am**

55km Moderate. Meet in the car park on the NW corner of Gillwell Ave and Page Road Kelmscott (not far from the Kelmscott Train Station) at 8:30am to register for a 9:00am Sharp start. The course promises 5000ft of uphill and down dales and is around the Armadale and Rol-leystone areas. Time limit is 4 hours.

Participants MUST BOOK at least one week prior. \$10 fee for non-members.

Organiser: Gerard 9453 1441

**Beating the Wave
Sunday, October 9, 2011 - 8:45am**

Moderate: 20 - 25 km/h Hilly 60km. For those of us not on the On Your Bike tour this year we can ride the last section from Mundaring. Meet at Midland Train Station at 8:45am for a relaxed ride to Mundaring via Red Hill and Mount Helena. We will try to beat the 'On Your Bike' tourists, who have been Riding the Wave, to the Mundaring bakery.

Leader: Stuart 0409 882 931

**Southern Suburbs Saunter
Sunday, 16 October 16 2011: 8:15am**

Moderate: 20 - 25 km/h 70km. Meet at The Raffles near Canning Bridge at 8:15am for an 8:30am Sharp start. We will tour the southern suburbs before stopping for coffee and cake in Fremantle on our way back to The Raffles.

Leader: Mark C 9316 3053

**10000 in 8 Achievement Ride Take 2
Saturday, October 22, 2011 : 8:45am**

Hilly 114km Hard. Meet at Kelmscott Railway Station at 8:45am for registration and a map (you will need it) for a 9:00am Sharp Start. This is the clubs hilliest ride which requires you to climb 10,000ft within 8 hours. Of course this means coming down the same amount.

Participants MUST BOOK at least one week prior. \$10 fee for non-members.

Organiser: Teresa 0407 074 502

**How is the surf?
Sunday, 23 October 2011: 8:30am**

Leisurely: 15 - 20 km/h. Some Hills 35km. Meet at western carpark at south end of Narrows Bridge, Mill Point at 8:30am for a relaxed ride to City Beach for coffee with a couple of lookouts from Kings Park and Reabold Hill to enjoy on

the way.

Leader: Stuart 0409 882 931

**Not the 10,000 in 8
Sunday, 30 October 2011 : 8:45am**

Slow end of moderate: 20 km/h. Hilly 55km but with hills makes this a reasonably hard ride. Meet at Kelmscott Train Station at 8:45am. You have done the 5,000 in 4 Achievement Ride and failed to see a psychiatrist before you have this strange idea that you might want to complete the 10,000 in 8. Experience the one and only Patterson Road and some of the other hills of the 10,000 in 8 achievement ride that you have only heard about and not been silly enough to try.....well not yet anyway. But overall we will only experience half the distance and half the climbs of the real thing.

Leader: John 9485 2330

**Mandurah to Canning Bridge
Sunday, 6 November 2011: 8:30am**

60km. Catch the early morning train to Mandurah ready to depart at 8:30am. Meet at the Train Station, ride to the bottom of the freeway bike path at South Yunderup then ride up to Canning Bridge in slow, moderate or fast groups depending on who turns up.

Organiser: Stuart 0409 882 931

Newsletter and Rides	Other Important Dates	New Members
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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!! Copy should be sent to: editor@ctawa.asn.au

For rides contact : rides@ctawa.asn.au

Achievement Rides

Refer to Rides Calendar above

Social Night

Wednesday 21 September 2011

Committee Meetings

14 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.

AGM

Sunday 4 December 2011

We welcome the following new members

Daniel Beard	Gillian Irvine
Jeffrey Douglas	Jeff May
Sandra Hortin	Leanne Robb

Hot Cycling Tip

I have been putting up with squealing brakes on my Surly for some time when Colin Pearce told me the solution.

Put a piece of cardboard at the back of the brakes, then tighten.

Worked like a charm – thanks, Colin!

Sarah Cutts

OYB 2011—Riding the Wave : 1—9 October 2011

By Terry Bailey

The tour will be a one-way tour and will start in Midland with participants being bussed out to the small Wheatbelt town of Hyden, famous for a spectacular granite outcrop known as Wave Rock. From Hyden the tour will follow the little known about 'Tin Horse Highway' where more

than 60 tin horse sculptures can be discovered on the way to Kulin. We then continue to Corrigin (holder of the "Dog in a ute" world record for 1527 dogs and utes in a queue, commemorated by the big dog statue in the middle of town) then Bruce Rock before enjoying a rest day in Quairading. We will then continue to the historic town of York (via Beverley) and

then meander back to Midland through the Darling Range, stopping at Bakers Hill for our final concert night.

Brochures and entry forms are available on the website and there are still places available, so tell your friends. Please complete and post your entry form as soon as possible to secure your place on tour.

SOCIAL REPORT

By Lucia Brito
Social Co-ordinator

We are nearing the end of this year's run of Loftus Community Centre Social Nights. September's finale - "Who Are You" - will round off five months of social evenings that have, hopefully, interested and enticed members to come and enjoy, partake, learn and just have fun. And not necessarily wear lycra either!

May saw us bending, stretching and questioning Physio David McCullum on the benefits of stretching.

In June, Charlie Lee enthralled us as our mystery guest with his tales of cycling the world. We were so swept away with both photos and stories, time slipped away from us and suddenly it was 10pm.

July's Hark the Herald Bike Bells Ring event saw musical talent not yet discovered on reality TV. Thank-you Devo for your enthusiasm leading up to the night and for the triangle you bought which accompanied the harmonies of the group! Everyone sang with such spirit it certainly put Bing Crosby in his place.

The social night in August was "Around the World in 80 Minutes" with Grant Gregory, Rowena Scott

and Jude Comfort telling of their respective tours in Europe. Grant toured Italy, starting in Florence and Pisa, then following the Ligurian Coast, through Monaco and onto Nice on the French Riviera. Rowena and Jude had followed the Inn River, the Danube and then the Greenways Trail through parts of Switzerland, Germany, Austria and the Czech Republic. Both tours sounded fabulous and will most certainly encourage some of us to pedal forth in future.

I cannot end this report without heartfelt thanks to those who have stayed behind after each event to help clear the room, tidy the kitchen and lock up. You know who you are; many, many thanks.

Up and coming events to look forward to will be: Pannier Master Chef Cook-off at Fremantle Fleet Cycles ; Breakfast At.....And of course we need to re-book the Hark the Bike Bells singers and orchestra for another rendition of carols for another Christmas bash - venue to be advised.

If any member has an idea for a social night, I am more than happy to organise something, so please feel free to contact me on bike_the_planet@hotmail.com.

CTA CHIVALRY?



Chivalry is not dead in the CTA.

You may remember the legend that Sir Walter Raleigh laid down his plush and expensive cloak on the ground so Queen Elizabeth would not get her feet muddy.

You will be pleased to know that the CTA's own gallant knight, Colin Prior, recently laid down his plush and expensive titanium bike on a wet road so the red-haired queen of the peleton behind him could ride over his wheel to save her getting her bike wet. An inspiration to all of us. Sadly, we have yet no artist's impression of this chivalrous act.

HIMALAYAN CYCLE ADVENTURE

By Sarah Cutts

Eighteen months previously, Dean and I had cycled the Indian Himalayas. The trip had been the hardest thing I had ever done, and just about killed me, so when the chance came to ride the even more challenging Tibetan Himalayas, I jumped at it. Fellow club member John Farrelly was also up for the challenge. NB this is the John who causes mountain biking mayhem, not John Faris, who is the club president (and tries to avoid mayhem).

After months of training up 314 m climbs, we were as prepared as we were going to be for the six passes over 5000m we would face. Landing in Lhasa, the altitude had us gasping for breath as we faced the difficult task of climbing two steps onto the bus.

Lhasa had always been a dream destination for me. Land of mysterious and exotic places, it also turned out to be a land of mysterious and exotic tummy bugs – I spent thirty six hours in my hotel room with gastroenteritis. Luckily, our programme gave us several days acclimatisation, so I was still able to see the wonderful Potala Palace and nearby monasteries.

The Tibetan people were awe inspiring. Always friendly and helpful, their resilience since the Chinese invasion is remarkable. A Chinese flag flies over the Potala Palace, and Chinese guards with machine guns are a frequent sight. Tibetans are rapidly becoming a minority in their own country, as migration from the rest of China floods in.

We met the rest of our group from Redspokes. Three others had been on our India trip, one bringing his fifteen year old twin sons, who went from strength to strength on the trip. One of the best things about these trips is the opportunity to interact with such a diverse range of people. Not only was the level of fitness extremely high, the amount of support and willingness to help matched.

Our first day was a gentle start, with perfect blue skies, gentle winds smooth roads and stunning scenery. At least the stunning scenery would continue. The next day, we faced our first challenge, ascending 1200 metres over 23 km to the prayer flag covered pass and then down 500m to a stunning turquoise lake, sacred to Buddhists. Most nights we camped, coming in

to tents set up by the crew. One was an expert mountain biker, putting us to shame on his battered old bike.

The next day we cycled to the Karo La pass and glacier. We also met the famous headwinds, which kept us pedalling even on the downhill. Thankfully, the stronger members of the group would help the weaker ones by organising a peloton in the late afternoons when the worst of the wind would come in. Chinese tourists would shake our hands and have their photos taken with us – nice to be considered a hero!

After passing through some larger towns, the weather had taken a turn for the worse. We encountered snow almost every night. Inside the tent, the temperature would get down to -4 degrees. The snow would be a few inches thick in front of the tent. I kept my water bottles in the tent, but they would still be frozen in the morning. To start riding, I would wear two hats, a Buff to breathe though, two merino thermals, a fleece, my rain jacket, knicks, cycle tights, waterproof trousers, two pairs of socks and my polar boots. The rain coat and waterproof trousers would come off after we started climbing, but everything else would stay on all day and night, with the addition of a down jacket once we stopped cycling. This would also provide an extra layer for the downhill.

On the first day of these conditions, the crew wanted us to stay put and not attempt the pass. Fortunately, hardy Norwegian Henning was used to these conditions, so we set off, and luckily there were only a few further falls of snow. I was determined to finish this day, despite the adverse weather conditions.

The next day we turned into the Everest National Park, cycling up to the Pang La Pass over rocky unpaved road. The Pang La was to be my nemesis – I only managed 12km of the 25 km pass. I'd developed bronchitis, and my breathing sounded like a yak being slowly strangled to



John at Khamba La Pass—Happy to be at the top?

Continued on page 11

Continued from page 10

death. Even pushing my bike to get to the van seemed like an impossible effort. Needless to say, John flew up. I decided to attempt the downhill. Even on a dual suspension mountain bike, I felt like either the bike or myself would be shaken to pieces. Two of the group were on touring type bikes – I don't know how they survived.

The trip towards Everest was stunning. I stayed in the van for a recovery day and watched the nomads bringing their yaks down from the mountains. They came to join us as we ate lunch, their only request being for lip balm.

We arrived at Rombuk, just before Everest, to face more snow. The crew were unable to put the tents up. So we stayed in a guest house, although I don't think it was any warmer than the tents! Here we met Nima Gombu Sherpa, a climbing legend who has ascended Everest 15 times and was waiting for the weather to clear to take a client up for the 16th time. He is a lovely gracious man, who allowed us to take his photo. Everest beer is dedicated to him – get John to show you a bottle!

Sadly, we only saw tantalising glimpses of Everest because of the snow. Our two har-



Tents in the Snow

diest team members, Henning the Norwegian and Bill the Australian cycled through thick snow to Base Camp, the rest of us walked or bussed. I hadn't expected to feel such awe there, but the sight of the numerous expedition tents and the glimpses of Everest were moving.

We were all bussed the next day, as the weather seemed to be worsening. The ter-

ritory was beautiful, 69 km of off road terrain through majestic, barren terrain before rejoining the Friendship Highway. We climbed two more passes, followed by breathtaking downhill surrounded by some of the world's highest mountains. We descended to a small town called Nyalam, where I experienced one of my personal trip highlights – my first shower in several days. I'll never take running hot water for granted again.

After all this climbing, we deserved the next couple of days – the world's longest downhill. Starting in the rugged snow covered gorges of Tibet, we passed waterfalls and crevasses down into the tropical world of Nepal. We also changed from smooth tarmac into bumpy mountain biking roads and the chaos of Nepali village life. It was wonderful to feel warm again.

After a final long, hot climb we cycled into Kathmandu. This was by far the most dangerous section of our trip. The traffic was complete chaos, and might is right, so bikes are very far down the pecking order, although I suspect the locals were giving a bit of leeway to the obvious foreigners.

Was it as hard as I expected? Yes, probably even harder. Would I do it again? I'd start today, if I could.



Sarah at the Everest Base Camp

ACHIEVEMENT RIDES

We acknowledge the following members in recent achievement rides:

160 km AR—3 July

Bruce Robinson Peter Komysan
Don Ward

200km AR—6 August

Chris Rowley Noel Eddington
Jeremy Savage Don Ward
Peter Komysan

5000 in 4—Brevet—14 August

Bruce Robinson John Faris

FOR SALE

Bob Trailer, IbeX [suspension model] \$280 comes with: trailer, quick release axle [with bobbins], dry Sack, & safety flag. In a good condition.

If you need any more info:

Call Mark 9316 3053 or 0410763 502.

CYCLE PATHS

Cyclists, I realise we are an energetic, go getting bunch of folk, but the downside to this is sometimes our need for speed. This primal urge can sometimes cause problems on shared paths and end in unfortunate incidents. I appeal to your common sense and I believe your innate consideration for other people.

Please slow down on shared paths. I particularly ask for your courtesy when using the shared path near the Swan River Rowing Club along side the Canning Highway in Mt Pleasant. There have been some accidents and near misses involving cyclist and pedestrians. Ring the bell, keep left and slow your speed and we can all enjoy the journey. Now, all we have to do is work on the pedestrian behaviour.

Thank you for listening, keep on pedaling and remember cycling is a pursuit so far away from sadness.

Ruth Behn
TravelSmart Officer City of Melville

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

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. Postage for up to 3 mirrors within WA \$2.60

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



MULLED WINE

This recipe is great for cold winter nights. Just don't waste the Grange on it!

- 1 cup water
- 1 cinnamon stick
- 4 whole cloves
- ½ cup sugar
- Heat together until boils. Then add
- 2 sliced lemons
- 1 bottle red wine

Heat through without boiling. Strain. Reheat. Drink.

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

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 previous year

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



Carol Singing at "Hark the Herald Bike Bells Ring" -

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**

