

THE CHAIN LETTER

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

May/June 2012

Issue 224

PRESIDENT'S REPORT

Fifty members gathered at Charles Paterson Park, Burswood for the CTA Special General Meeting held on Sunday 15th April. The two motions presented were carried unanimously allowing us to align the CTA subscription and calendar year and changing the AGM date from December to March each year. As a result the next AGM is now scheduled for March 2013.

On the 13th March I attended the presentation by Troy Buswell for the WA Bicycle Network Plan 2012 to 2021 which detailed planned development of metro and regional cycling facilities. The plan is open for feedback for 3 months and I encourage you to have your say. This plan covers the total bicycle network as it currently stands together with its planned expansion over the next decade.

On the cycle touring front both the March long weekend and the Sustainable Tour have been held and on all reports were both very successful. Thank you to Noel and Connie for leading members on a

pannier tour to Rockingham and Pinjarra. Special thanks to Norm Howard for organising and running the Sustainable Tour with a Difference in Bunbury, where all participants had a fantastic time. I would also like to make a special mention and thanks to the members of the Bunbury Over 40's Cycling Club who provided assistance leading rides, sweeping riders at the back and provided amazing morning teas each day. Easter at Muresk unfortunately was cancelled due to insufficient numbers.

Coming up our next social night at the Loftus Centre is on Wednesday 9th May. Xmas in July is planned for the weekend of 14th & 15th July at Yanchep National Park, with dinner at the Yanchep Inn. Bookings received and paid by 15th May will receive a \$10 discount per member. For the June long weekend Roy will take us on a pannier trip to Gingin and surrounds. Brochures for this year's OYB will be posted out shortly for what promises to be a very popular tour.

Safety is something as cyclists we need to constantly consider. A serious reminder of this was the recent tragic fatality in Cottesloe where a cyclist was hit by a car. As cyclists we have a responsibility to be conscious of our own safety but also that of others. Returning home from the SGM on Sunday afternoon I had to take evasive action to prevent a head on 5 times in the 10km I cycled along the freeway bike path. There was a cycling event being held which brought riders along the same cycle path as used by weekend users. With no signage indicating an event was in progress the reckless passing, taking over the full path and shortcutting around blind corners highlighted the ease at which an accident can happen due to lack of consideration from other path users. With the significant increase in cyclists over the last few years I can only hope that with time consideration for others improves.

Stay safe and I look forward to seeing you on your bike.

Regards

Teresa

IMPORTANT DATES

Social Nights

Wed 9 May—Tours, Tours, Tours

Sat 23 June—Gals Night In
Tours

Sat 2 June—Mon 4 June—long weekend Gingin Discovery Tour—see page 9

Sat 14—Sun 15 July—Christmas in July at Yanchep—see page 9

Sat 27 Oct—Sun 4 Nov—Rounding the Capes—OYB 2012— see page 9



Prior to the start of the night ride on 29 Feb 2012

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THE CHAIN LETTER

The Chain Letter is published by the Cycle Touring Association of WA (Inc) every two months.

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
- Letters to the Editor
- Anything else!

The Editor and will be grateful!! Copy and photos (at least 500kb in size please) should be sent to: editor@ctawa.asn.au

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Achievement Ride Successes

50km AR

26 Feb 2012

- Hilary Beck
- Bruce Beecham
- Janice Bertram
- Wayne Bertram
- Rob Boggs
- Sandy Carlton
- Stuart Crombie
- Liz Evans
- Peter Evans
- Liam Flanagan
- Awani Jackson
- Penelope Jackson
- John Joyce
- Peter Komysan
- Christine Liddiard
- Paul Loring
- Bruce Macpherson
- Elsbeth Marshall
- Richard Marshall
- Brian Mooney

Colin Pearce

Perry Raison

Bruce Robinson

Christopher Rowley

Richard Van Gezyel

David VanZyl

Don Ward

Ann Wilson

Brevet 19 Feb 2012

Mary Roglich

Brevet 25 Feb 2012

Robert Dekker

5000 in 4 AR

23 Mar 2012

Hilary Beck

Janice Bertram

Wayne Bertram

Bruce Beecham

Sandy Carlton

Peter Copley

Mark Corbett

Dean Craig

Stuart Crombie

John Faris

John Joyce

David Lewis

Christine Liddiard

Teresa Liddiard

Paul Loring

Darryl McKenzie

Elsbeth Marshall

Richard Marshall

Colin Pearce

The Phantom

Bill Robb

Leanne Robb

Roy Stone

Don Ward

Ann Wilson

Brevet 3 Apr 2012

Robert Dekker

New Members

We give a big welcome to the following new members:

- Anthony Belcher
- Brian Bennett

- Margaret Bennett
- Judy Bonomelli
- Thea D'Hart
- Liam Flannagan
- Terry Hannan

- John Joyce
- Deborah Martin
- John Robinson
- Denise Viala
- Pierre Viala

A CYCLING HOLIDAY - MUNICH TO BUDAPEST

By Barb and Gus King

It seems like our club is living up to its name as a touring club and everyone is 'on their bike'. This must be a sign of a successful organisation.

In August/September 2011, inspired by others, we went on our first unsupported full pannier tour. We had discovered the Cyclone/Bikeline series of Guides, looked at those printed in English, and decided to cycle down the Danube from Passau to Budapest. Once that decision had been made, the rest just flowed from there. The only bookings we made were the flights, and two nights' accommodation in Munich on our arrival. This was a hotel near the Hauptbahnhof (main railway station). We investigated options of how to get to Passau, and eventually decided to cycle along the Isar River to its confluence with the Danube, and then on to Passau. On our first day in Munich our tasks were to reassemble our bikes (which we will do at the airport next time!) and to find a map for the Isarradweg. Happily our bikes had travelled well. We put them together and checked them in our hotel room. And we found the guidebook ... but in German.

The first day cycling was the first time we had ever ridden fully laden, with front and

rear panniers and handlebar bag. (Those who know us know we enjoy many picnics with fully laden rear panniers). We were also trying to catch up with friends in Passau who were on an extended cycle tour of 11 months. For this reason we did the Isarradweg in two days, instead of the more leisurely three or four. So our first day was a challenging 90km, mainly on poor surfaces. We never thought we'd be 'mountain biking', but we and our bikes survived, only for Barb to come off on the curb going into the hotel car park in Landshut. Luckily no serious damage, only bruising and swelling. The second day was again on poor surfaces, but probably for only about half the 90km. With directions from a local (and not the way on the map), we made it to the last ferry for the day, with five minutes to spare, to our overnight stay in Nieder Alteich. Phew. The scenery was magnificent though – the poor track surfaces meant mostly we were cycling right beside the river.

The following day we were heading for Passau, but without a map. Gus wrote down the names of four towns on the way, and we made it to Passau without too many problems, mostly on quiet country roads. Getting in to Passau was a bit tricky



The Zero km Mark in Budapest

as we struck one of the poorly signed detours we had to negotiate on the trip. On our arrival we discovered that our friends had left that morning. We had a few days being tourists there, and cleaned our bikes, and the filthy chain rings from the unsealed tracks. The hotel staff must have thought we had serious diarrhoea as it took a lot of toilet paper! Passau is where the Inn, the Ilz and the Danube meet, and it is very pretty. (It took us four more days to catch up with our friends in Linz.). Leaving Passau, and with maps and guide book now in English, we headed for Obermuhl. This was one of only two days of light misty rain experienced in the trip. The cycling now was mostly along the Danube, but wandering inland a bit and through picturesque towns and villages. From here onwards we also had many ferry and bridge crossings back and forth over the river. From Obermuhl we rode to Linz, where we eventually caught up with our friends and spent four days riding with them. The road along the right bank into Linz was the scariest of the trip for Barb. It was 8km downhill on a narrow busy road alongside the river, with crash barriers and rock wall instead of a shoulder. Here we met a young German fellow who was on a two year cycling trip, with a



Bikes reflected in Bratislavia

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Continued from page 3

cactus strapped to his handlebar for company. Linz was buzzing with the Ars Electronica festival. From Linz we headed to Grein, where we had our only stay in a camping ground on our trip. We had a (minute) wooden cabin. In the morning the ferry was so busy that we had to wait to cross, and there was still a queue after us. However, the cyclists soon spread out along the river. From Grein we rode to Melk, where we had a two night stay to explore the town and the magnificent Abbey. Here was one of the few places we had no WiFi coverage. And a fierce thunderstorm, which lasted the afternoon and overnight, but cleared for us to get back on our bikes the next day. That day's ride took us through the picturesque Wachau Valley and on to Krems. We backtracked a bit and stayed in Stein in a building that was built in 1556. We said goodbye to our friends, who had work to catch up on (the marvel of the electronic age). We decided to break the ride into Vienna by staying in Tulln, another pretty town on the river, and then on to Vienna the following day. Easy to get to Vienna, but nearly two hours to find the centre and the Tourist Bureau! We stayed in a hotel in town and enjoyed the beautiful city with all its treats. Including the Autumn Harvest Festival, and the regional foods, drinks and culture (an unexpected bonus); and concerts, museums, and galleries.



Through the picturesque Wachau Valley

Here we changed to the next book for the ride to Budapest. From Vienna we rode to Hainburg, just inside the Austrian border. This is a mediaeval walled city, and very pretty. The following day we crossed the border – the buildings looking very old, disused and decrepit – into Slovakia and on to Bratislava, the capital. The tail wind here was so good that Gus went from standing to 9kph without pedalling! The cycling signs also changed to a yellow bike on the road, and a different green sign. We spent the morning in Bratislava, and then cycled on to Gabčíkovo (Slovakia) for the night. Whenever we crossed the river now we moved from Slovakia to Hungary

and vice versa. We found this quite amusing, especially as it entailed a different currency and language. Barb was very pleased she had brushed up her German in the months before leaving, as German was now the common language. The next stop was Komarno (Slovakia). Mostly this was good cycling, but too good to be true: 17km of a dirt and stone track on top of a flood barrier into town. The following day we cycled in Hungary, as the alternative was a long ride on a main road. However this option entailed some steep hills – the only real hills we encountered on the designated tour. Unfortunately, the roads were also not very good – poor surface, potholes, steep and winding. This meant that we didn't make the most of the down-hills either. We were the only guests in the hotel beside the river in Labatlan that night. It was very tired looking, and had

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Made the last ferry with five minutes to spare....



We gave up trying to pronounce this

Continued from page 4

obviously seen better days, but we were allowed to put our bikes in the restaurant overnight. By avoiding the main road (one day), we had swapped it for two days of hills. So, more of the same, on the way into Esztergom. Some of the roads were very poor, including a sandy track beside a railway line and for all appearances through a rubbish tip. On chatting to some Americans that night, we discovered that the newer edition of the book has no alternative and everyone goes along the main road in Slovakia. This was our shortest riding day (39km). The final day's ride into Budapest was the longest day's ride at just over 100km. The roads were very variable, and there were three ferry crossings. Also, more cyclists, in some sections, from the cruise boats. We got lost going into Budapest, and arrived around 6pm on a Friday night. While looking for the Tourist Bureau we were accosted by a lady who offered us her apartment to stay in. We were dubious, but had a look and decided it would do until we could find anything else (we were too tired to look any further that night), and it turned out to be in a great location, so we stayed there for the entire time in Budapest. Unfortunately, Gus got a (several, in fact) puncture in the last three kilometres of our 1000km ride, from cycling over nasty thorns on the way in. Again we were lucky with our timing, as we were in the city on the weekend that the Chain Bridge was closed to traffic



A free bike service station in Austria

for a Science Fair; Andrassy Avenue, from Heroes Square to the city centre, was closed to traffic for a huge fair/exhibition; the Annual Gallops, a horse riding competition between the regions (riders dressed in regional costumes) was held in Heroes Square; and solar car racing at the city end of Andrassy Avenue. We had a fantastic time, and Budapest remains our favourite place for many reasons. Although we barely cycled there (our bikes were cosseted in our bedroom in our apartment, and cleaned in the kitchen), we certainly clocked up the distances on foot.

Then it was time to get ourselves back to catch our flight from Munich. We caught

the Hydrofoil from Budapest to Vienna, then train from Vienna to Passau via Linz, had two night stopover in Passau (with a daytrip to Regensburg on the ICE train), then train from Passau to Munich (Freising), where we thoroughly cleaned our bikes again, and on to the airport from there.

We met many other cycle tourists with whom we shared experiences and ideas (and wines). It is truly a great way to travel and we can't wait to get on our bikes to tour again.

(PS We caught up with David Taylor and his wife in Dubai, on their way home from cycling in the Czech Republic.)

Travel dates: 26th August – 24th September 2011

Bikes: Vivente World Randonneur, L, XS, **Panniers:** Ortlieb Classic front and rear, Classic handlebar bag, map case

Electronics: Pedal Power Plus for charging – charged everything except Netbook and camera battery; HP mini Netbook running Ubuntu; iPods, moshie; Sony Cybershot camera; immersion heater; adaptor plug (which fell apart); Garmin eTrex GPS (old)

Wouldn't go without: GPS; Netbook; immersion heater, thermoses, tea ball, mugs; Pedal Power pack

Booked: flights in and out of Munich (Emirates, 30kg luggage); 2 nights accommodation Munich

Guides: Bikeline Danube Bike Trail 2 (Passau to Vienna), and 3 (Vienna to Budapest) in English; Isarradweg – in German (picked up in Munich)

Do differently: Download books; maybe fly in and out of dif-

ferent places to save returning to the start point; take fewer clothes;

Travel data: shortest day: 39km (Labatlan to Esztergom); longest day: 100km (Esztergom to Budapest); average: 63km; cycling days: 16; total cycling: 1000km; bike repairs: none; punctures: one, in the last three km!

Photos: ~3300 pre-edit

Cleaning: Chain twice; full bike clean: once, before flying home;

Accommodation: ranged from camping ground (cabin), YHA, home stay, guest house, apartment to hotel; booked either en route, or at Tourist Bureau on arrival; price range: E35 to E125

Cycling weather: mostly fine and sunny, humid; two drizzly days;

Bike transport: Ground Effect 'Body Bag' with cardboard and bubble wrap extra.

IMPRESSIONS OF THE TOUR DOWN UNDER 2012

Noel Eddington

January saw Connie and I pack the car with the bikes and drive to Adelaide for the Tour Down Under. We arrived with a couple of hours to spare before the start of the 'Down Under Classic', a criterium road race which has the same teams and riders as the 'Tour Down Under' but is a separate event. The streets of Adelaide were decorated with brightly painted bikes with decorated wheels. The racing was as hot as the weather. This was the first official start for GreenEdge. When it came to the finish (Sky Proccycling) had a great lead out train but they were no match for André Greipe (Lotto-Belisol).

As we were staying down the Fleurieu Peninsula the first stage (Tuesday) was North of Adelaide and over 40C, so we did a short morning ride and sat around the pool in the afternoon. Wednesday we parked in Hahndorf and rode to Stirling which was the finish of the second stage. Thousands turned out to line the finishing circuit. While waiting for the riders Mary and Bours spotted us from 75m, thanks to the OYB Celebrate 2008 jerseys. The stage was won by William Clarke (Uni SA), in gutsy breakaway which saw him doing the final 56km on his own.

Victor Harbour was the finish of the 3 stage. Being 36km from where we were staying we cycled to this lovely seaside town. What we say of the race was over in a flash. André Greipe (Lotto-Belisol) on a flat finish was unbeatable. The highlight of the day (for Connie) was seeing the riders toweling down and changing into team street cloths! For me it was seeing the team bikes up close on top of the support cars.

Friday saw us on the road early to get to Mt Pleasant to take part in the 79km charity ride which covered part of the same route as the day's stage (144km). I got in with the first group of about 20 riders, who were cruising at 40+ km/h on the early part of the course, which was slightly downhill with a tailwind! This was great until we hit the major climb of the day. Munglars Hill is a 320m climb which had me standing up in bottom granny gear. The group of riders were left behind. Once over the top I had nothing left. I rode slowly for the next rider to catch up. This guy rode in front of me for most of the remaining 23km's. I cover the 79km's in 2hrs 36min (30.4km/h).

Saturday night saw us attending the Legends' Dinner with none other than Eddy Merckx as the guest speaker. It didn't take



William Clarke (Uni SA)

us long to realise that the current legends of the sport were also in the room. By borrowing a marker pen I got autographs from Cameron Myer, Matt Goss, Simon Gerrins and Jens Voigt.

After the big night out we decided to watch the final stage on TV. The coverage was great but you can't beat being there in the crowd; meeting like-minded people, and catching the free giveaways thrown from the cars.



Above: The Colours, Right: The finish of Stage 2 in Stirling

Lift out Rides Calendar page for May/June 2012

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: info@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.

In the Foothills**Sunday, May 6 2012**

45 km, moderate, some hills, 8:00am for 8:15am start. Celebrate the cooler weather by meeting Connie at Claughton Reserve, Bayswater at 8.00am for a ride through the foothills of Forrestfield. This is not a strenuous hill climb, but there are hills. The stop for coffee will be at the end of the ride.

Contact: Connie 0407 640 012

**Social Night – Tours, Tours, Tours
Wednesday, May 9 2012**

7:00 pm, Loftus Community Centre, Leederville. We asked, you answered: more tours. For those of you who have not toured before, come and join us for an informative evening on how, where and what to expect when you venture into the wonderful world of supported and self-supported cycle-touring. And for those of you who have toured before, come along and contribute to the discussion. Anything you ever wanted to know about touring in general and the up coming CTA tours will be explained.

A good time to invite anyone you know who is interested in two-wheel travel.

Contact: Lucia 0417 189 385

**160km Achievement Ride
Saturday, May 12 2012.**

160 km Brisk. Meet 7:30 am for an 8:00am sharp start at The Lakes BP Ser-

vice Station, Cnr Great Eastern Hwy and Great Southern Hwy. The scenic course includes Woorooloo, Avon Valley, Northam and York.

Participants **MUST BOOK** at least 1 week prior to the ride and there is a \$10 fee for non-members.

Contact: Hilary 0405 427 246

**Round the Rivers Recovery
Sunday, May 13 2012**

40km, Leisurely. Meet at 8:15am for an 8:30am start at the Raffles Hotel, Aplecross. If you need a recovery spin after the 160, or if you just want an enjoyable Sunday pedal, this ride is for you. We'll stop for coffee as we cruise around the beautiful Swan.

Leader: Teresa 9316 3053

**Winding your Cranks up the Scarp
Sunday, 20 May 2012**

90 km hilly ride at a moderate pace with about 1600 meters of hill climbing. Meet at Midland Railway Station at 8.15am for an 8.30 am start. We will be riding to Mundaring through John Forrest National Park, then across to Pickering Brook, back to Kalamunda and down the zig zag back to Midland with a couple of refreshment/coffee breaks on the way. The ride is all on sealed roads.

Leader: Wayne Bertram 0408 093 986 or wandjbertram@bigpond.com

**Richard's Leg Burner
Sunday, 27 May 2012**

50 km, moderate, hilly, 8:45am for a 9:00 am start. Meet at Gosnells Railway Station for a couple of hills, coffee and cake in Kalamunda and a fast downhill. What more you could you want on a Saturday afternoon?

Leader: Richard 9293 0398

**Gingin Discovery Tour
June 2-4, 2012**

Come cycle touring on the June long weekend and discover some interesting parts of Gingin that you have probably never seen before. See details on page 9

Leader: Roy Stone
roy_stone_au@yahoo.com.au.

**10 000 in 8 Achievement Ride
Saturday, June 9 2012**

110 km Strenuous. Meet at 8:00am for an 8:30am sharp start in the car park on the NW corner of Gilwell Ave and Page Rd across Albany Highway from Kelmscott Train Station for registration and map/ride description. This is the club's hilliest ride. It requires the climbing and safe descending of 10 000 ft. Time limit is 8 hours.

Participants **MUST BOOK** at least one week prior to the ride and there is a \$10 fee for non-members.

Contact: Hilary 0405 427 246

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**Mark's Marvellous Meander
Sunday, June 10 2012**

70 km, Brisk, 8:15am for an 8:30am start, meeting at the Raffles Hotel, Applecross. We meander through the back streets of Jandakot, then over to the coast to head north to Freo for refreshments. We then return to the Raffles either by the river run or the faster pace of Marmion St, decided on the day.

Leader: Mark 0410 763 502 or 9316 3053

**Stu's Sloping Slog
Sunday, June 17 2012**

60km, Moderate, Hilly. Meet at 8:15am for an 8:30am start at Midland Railway Station. Rather than face Rycroft Road straight up, we will go up Kalamunda Road (or Gooseberry Hill for the insane), descend carefully into Piesse Brook, past the Camel Farm, the Lavender Farm and Mundaring Weir before a well earned coffee in Mundaring. Then we'll do Rycroft Road the right way, from top to bottom, followed by a return to Midland.

Leader: Stuart 040 988 2931.

**Gal's Night In
Saturday, June 23, 2012**

Calling all CTA Gals: Objective – to exercise our jaws by talking, laughing and eating scrumptious food. We might just get around to talking about cycling, who knows?

Feel free to invite a girl friend to join us. Food will be provided by Mary Jane of

Henley catering.

Cost \$25 per person paid into the CTA bank account BSB: 306 073 ACC: 4190658 REF: Your name and GALDIN. BYO drink.

RSVP required by 9th June 2012 and if you forget and miss the RSVP date, do not worry – either email or call Lucia.

Contact: Lucia 0417 189 385

**Urban Undulations
Sunday, 24 June 2012**

65km, Moderate, some hills. Meet at 8:15 am for an 8:30am start at East Perth Railway Station (in the car park on the South Eastern or River side). Traverse the city and Western Suburbs for some short but surprisingly steep climbs to get our circulation into full swing. There will be coffee break to regain composure.

Contact: Don donwardfam@iinet.net.au 0418 948 955 or 9371 1338

**100km Achievement Ride Take 2
Saturday, June 30 2012**

100km moderate, 8:00am for an 8:30am sharp start. Meet at Armadale Train Station for 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 to this ride and there is a \$10 fee for non-members.

Contact: Contact: Hilary 0405 427 246

**200km in 2 Days Achievement Ride
Day 2
Sunday, July 1 2012**

100km Moderate, 8:30am for a 9:00am sharp start. Meet at the Raffles Hotel, Applecross to 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 week prior to the ride and there is a \$10 fee for non-members

Contact: Contact: Hilary 0405 427 246

**Marrinup Mountain Bike Ride
Sunday, July 8 2012**

Approx 40 km Moderate, 8:15 for an 8:30 start. Meet at the Dwellingup Visitors Centre, which is behind the pub. Bring Mountain bike, water, spare tube and a couple of muesli bars for morning tea. You may need a rain jacket at that time of year. We then follow the Munda Biddi north to Marrinup POW camp. There is a very nice single track circuit, quite flat and a lot of fun for approximately 8 km. After a couple of laps of this, we'll ride back into Dwellingup for lunch. The ride length will be approximately 3 hours and 30 minutes.

Leader: John Farrelly_1@yahoo.com.au

CTA Main Events Calendar

Achievement Rides

- Sat 21 Jul – 160km AR Take 2
- Sat 11 Aug – 200km AR
- Sun 19 Aug – 50km AR Take 2
- Sat 1 Sep – 300km AR
- Sun 7 Oct – 5, 000 in 4 AR Take 2
- Sat 20 Oct – 10, 000 in 8 AR Take 2

Tours

- Sat 2–Mon 4 June—Gingin
- Sat 14—Sun 15 July—Xmas in July at Yanchepp
- Sat 27 Oct—Sun 4 Nov — On Your Bike 2012 : Rounding the Capes

Social Events

- Wed 9 May – Social night, Leederville
- Sat 14 Jul—Sun 15 Jul – Xmas in July, Dinner & Weekend Ride, Yanchepp
- Wed 12 Sep – Social Night, Leederville
- Wed 14 Nov – Social Night, Leederville

Gingin Discovery Tour—June Long Weekend

Come cycle touring on the June long weekend and discover some interesting parts of Gingin that you have probably never seen before.

We will head north from the end of the Clarkson railway line to the top of the Gngangara groundwater mound. There we will visit the Gingin Gravity Discovery Centre to drop stuff from the 45m high leaning tower, engage in hands on experiments, exhibits and displays - this will challenge your thinking about science and the Universe!

We will check out some wetlands and brooks that are truly windows to the normally unseen Gngangara mound groundwater system. Enjoy some pleasant rides through quiet undulating country and the odd nature reserve. If it is not too cloudy at night we will have some great views of our Milky Way galaxy in all its glory.

This will be a full pannier tour. If you have never done full pannier touring before, this is your chance to get started with an interesting but not too challenging tour. The CTA has pannier and cooking gear

that you can hire for a small cost or you can borrow my original panniers for the trip. It really is great fun.

If you would like to go on the tour, or would like more information, please send me an email at:

I will need to know the numbers to book the caravan parks etc for the overnight stays.

Look forward to seeing you on the tour.

Roy Stone roy_stone_au@yahoo.com.au.

Rounding the Capes : October 27—November 4, 2012

In 2012 the 24th OYB tour will be "Rounding the Capes" from Cape-L to Cape Leeuwin to Cape Naturaliste and back to Cape-L. The tour will start and finish in Capel with a transport option from/to Armadale. From Capel we will ride along an inland route to Busselton, Margaret River and then Augusta, where we will enjoy a rest day with an optional cruise up the Blackwood River and a visit to the Cape Leeuwin lighthouse. We then head up the coast taking in all the coastal towns of Hamelin Bay, Prevelly, Grace-town and Yallingup through the heart of WA's premier winery region on our way to the Cape Naturaliste Lighthouse and our final night at Dunsborough before returning to Capel.

The CTA Committee has determined the entry criteria for this tour as follows:

There will be a maximum of 130 partici-

pants for OYB 2012.

There will be 20 places set aside for the discretion of the OYB Tour Leader.

There will be a waiting list made once 110 participants have been selected. This waiting list will be used to fill any cancellations.

CTA members only will be selected for one month from the date when the OYB brochure has been sent.

During the first month after the OYB brochure has been sent, the first participants selected for OYB 2012 will be all applicants who are members of CTA and who have been "active" during the 2 years immediately prior to the OYB brochure being sent out. Active members are designated as CTA members who have led a CTA ride, have written an article or taken a photo that has been published in the CTA Chain Letter, are or have been on the

CTA committee, or have been a volunteer on OYB.

At the end of the first month after the OYB brochure has been sent out, the second round of participants selected for OYB 2012 will be other applicants who are CTA members in order of the date that their application has been received.

One month after the OYB brochure has been sent out, all other applicants will be selected in order of the date that their application has been received.

You should receive the brochures at about the same time as this newsletter, so keep an eye out and book early!

Regards

Terry Bailey,

Tour Leader, 2012 On Your Bike Tour
(08) 9323 4631 or 0439 922 765
terry.bailey@mainroads.wa.gov.au

CTA Social Corner

This month I would like to hand out bouquets to all those who helped me organize my first CTA Progressive dinner. For those who could not make it, let me share how magical it was to watch the group, resplendent in their lights and reflective jackets cycle off to their next destination. With functions such as these, it is what happens behind the scenes that

make the event successful, so special thanks to Desama Bailey who had everything under control when everyone arrived for their main course.

Another bouquet to the catering company for doing a marvellous job with food. I thoroughly recommend Henley Catering (contact Mary Jane on 0434 148 326).

So what is coming up next? We have our first Loftus social evening for the year on May 9th and a "Girls Night In" on June 23rd. A reminder also for Christmas July at Yanchep. Pay by May 15th 2012 to receive early bird discount on hotel/meal package. You will find all the details for these events on our website page.

SUSTAINABLE TOUR—BUNBURY MARCH 2012

By Teresa Liddiard

Bikes packed, accommodation booked and we were all in for a special treat. The Bunbury Tour unfolded with one surprise after another, from the great facilities at the Koombana Bay Caravan Park, to the hospitality afforded to us by Norm Howard (our tour leader) and his band of angels from the Bunbury Over 40's Cycling Club. The lovely long straight roads of Bunbury and its surrounds made for some of the best sprints, paced by riders who encouraged, lead and drove some great performances on the bike. We certainly rode a lot further and longer than originally thought, but came home feeling fit and fabulous for having joined the great crowd on the Sustainable Tour.

Day 1 saw participants settling in to Koombana Bay Caravan Park, whether this be pitching a tent, opening the door to a cabin, or parking a caravan or camper. Once settled we headed off on a tour of Bunbury 'local style', taking in the sites and cycle paths of this grand city thanks to Norm's leadership. For John Bell, Day 1 will be remembered for Terry Manford's

classic dive! All 17 bikes meandering up the zig-zag wheelchair access path to the Bunbury lookout and... as Terry lost it on a tight turn, he fell off, tipped over the 1.2m limestone wall into dense shrubbery head first. We were entertained by two sandals waving in the shrubbery, unclipped from his bike. He was back on the bike quick smart, though scratched and dented!

Donnybrook was our destination for Day 2. A cracking pace set by Graham had a few of us more leisurely cycle tourists wondering what we were in for over the next few days, while the faster paced riders were in their element. The old railway station at Donnybrook was the location of our first morning tea provided by the Over 40's Cycling Club, and boy what a feast! It may have been called morning tea, but served as lunch for most. On our return trip, we stopped at the packing shed of a local orchard before topping 92km for the day. For the faster riders it was game on when speedy Graham led the fast group back from Donnybrook at pace. Wow. We found out that it was a cycle tour with

challenges and were kaput and concerned we might not have much left in the tank. We also became aware that mirrors and hand signals are recommended as Big Trucks are EVERYWHERE.

On our third day, Janine led us to Minnip Beach with Vicky sweeping at the

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Morning Tea

Thanks to Norm Howard, Leader 2012 Bunbury Tour

By KarenDate

I had been liaising with Norm leading up to the tour and was really looking forward to it, and I can say that it certainly didn't disappoint. Norm had volunteered to lead the tour with little experience and had thrown himself into the role with gusto, dedication and enthusiasm, despite having other demands on him at the time. Norm had previous experience providing the 'back end' support for tours but had never taken on the role of Tour Leader. You wouldn't have guessed it though from the smooth and seamless running of the tour. Norm ensured that our every need was attended to from the continental breakfast at camp site each morning to providing tail end support in his ute ensuring our safe return to camp site. It was obvious that Norm's primary focus was on

ensuring that everyone had the best experience possible and that he drew much pleasure from seeing others enjoying themselves.

So it was that a privileged and very lucky 15 CTA members had the opportunity of touring the Bunbury area with the support of Norm and his dedicated band of Bunbury Over 40's members who, I might say, were as equally enthusiastic and committed. My favourite memories of the tour will be of Norm's boundless energy, he and his ute arriving with the breakfast supplies each day, the homemade morning tea and most of all Norm's cheeky grin when the group were trying to extract information from him about the following day's ride (usually without much success I might say!).

As someone who has been involved in the

behind the scenes aspects of tours I can appreciate the time and organisation demands required before the tour starts, let alone the work required during the actual tour. This makes Norm's achievements even more notable as he pretty much single handedly (with the support of his wife Sheila) organised the entire tour and was the sole driving force behind it. So, many thanks Norm. You did a fantastic job and from the feedback received from participants you should be very proud of your efforts. As Beth and Denis noted in an email to me after the tour 'We've reflected with a lot of pleasure on the week in Bunbury. We were so fortunate with the weather, the location of the campground and of course with our leader, Norm. His enthusiasm, commitment and grace added a lot to the event'. All I can add is ditto!

Continued from page 10

back. From the caravan park, we headed through the city centre to join the coast cycle path, passing basalt rocks (deposited from lava flows thousands of years ago) and meandering through what is remaining of the Tuart Forest to Dalyellup. We then crossed the busy Bussell Highway for a ride through the quiet settlement (suburb) of Gelorup, before crossing back over the Bussell Highway and making our way to morning tea at the beach. As on most days, Norm drove the support vehicle with lights flashing, not only ensuring the morning tea arrived safely, but available to give a lift if needed.

A retired farmer's dream was our treat on Wednesday with a visit to the Dardanup Heritage Park. This park recaptures our pioneering past, with some 700m² of sheds housing steam sawmills, traction engines, military and horse drawn equipment, a print shop and numerous other memorabilia. On the way there cycling as a group we saw kangaroos in a paddock and stopped paying attention to riding, as a few bikes connected and Beth did the most spectacular front wheel stand I've ever seen, before elegantly crashing to the ground, a scene an Olympic gymnast would be proud of. Fortunately, there was no serious injury and we were all back on our bikes again, albeit with a little more distance given to the rider in front.

Gnomes were a calling on Thursday, Day 5



Day 5 to Gnomesville

with a visit to Gnomesville in the picturesque Ferguson Valley. Today we were led by Kevin who took us through the Crooked Forest before tackling the hills on Ironstone Road. After the hills we were rewarded with a great downhill to the junction of Ferguson Road. At Gnomesville, Vicky provided us with the history of what is now an impressive collection of gnomes from far and wide, including a new addition from the CTA. Of all the gnomes we felt most for those in the detention camp located just outside the Gnomesville 'city limits'.

Day 6 saw us driving to Myalup and then cycling to Yarloop. With the assistance of a gentle tail wind, good times and (for some of us) good speeds were experienced

as we headed north along Government Road, before heading west to Yarloop. Morning tea today was under a massive Moreton Bay Fig tree. Unfortunately Norm had to take off to Perth, so after heartfelt thanks and sad farewells, we made our way back to Myalup and then on to Bunbury.

Our last day was Saturday 31st March and several thought the best was kept to the end. Today we were joined by many cyclists from the Bunbury Over 40's Cycling Club, as we cycled north out of Bunbury through the suburbs of Eaton and Australind. Jim led us on cycle paths and quiet roads along the Leschenault Estuary and then around the top of the estuary to Buffalo Beach. Another beach side morning tea, where the Bunbury Over 40's Cycling Club really excelled themselves – a huge variety of sandwiches, cakes and slices, and also included homemade Hot Cross Buns. On the way back we went past paddocks where kangaroos grazed and in Australind stopped opposite Australia's smallest church, St Nicholas.

A special thanks to Norm and the members of the Bunbury Over 40's Cycling Club for making our time in and around Bunbury a memorable and thoroughly enjoyable week. We look forward to seeing you all again on your bikes.

Teresa (with thanks to John, Jennifer and Christine for adding to the stories for the article).



Last Day at the Koombana Caravan Park

CTA CLOTHING

Please contact us if:

Your contact information changes (so we can keep our data base up to date.) Email members@ctawa.asn.au

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.

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.

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

SAFETY ISSUES

If you have safety issues — email info@ctawa.asn.au All riders are encouraged to report path and road hazards observed during their rides. You should 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 (with a copy to info@ctawa.asn.au).

You may also make hazard reports at www.transport.wa.gov.au/cycling/2345.asp.

Green Senator Scott Ludham has sponsored an iPhone app, Bike Blackspot, for reporting bike hazards in Perth. It appears to be a useful easy to use reporting tool. Information goes to both the Minister of Transport and the Greens. The CTA does not support any political party or Senator Ludham in particular.



CTA Clothing

The CTA is holding the following stock:

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

Short Sleeve Unisex: M, L, 2XL

Short Sleeve Womens: 10, 14,

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

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.

CTA Orange Fluoro Shirts (sizing is very large)

Short sleeve unisex style only: sz 16, 18 & 22

CTA Socks

Red/yellow or new Orange/blue 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 : Roy 9448 7160 (H) or email info@ctawa.asn.au for any enquiries or orders.

FOR SALE

Barn Find:

One of CTA's committee members of long ago has a Moulton bike in the depths of his shed. Bike is complete but it in need of tyres and just a little TLC.

If you are interested contact Bob Stockman ph: 9574 1222.

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 km 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 km on a loaded touring bike. The longest ride in the series is 300 km on the basis that 150 km 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/160km)	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" 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.

The original achievement rides were the Challenge and Super Achiever. However, as the Challenge was just that, Challenging, the Merit Series was added. Then in 2009, the Achiever Series was added as the gap between the Merit and the Challenge was considered a little large. The different series are summarised in the table below:

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

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

Note that the Achiever Series, 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 them 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 2012

The dates for the 2012 achievement rides can be found in the Rides Calendar and the Main Events Calendar on pages 7 & 8



Members who attended the SGM at Charles Paterson Park on 15 April

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 web-

site 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 organisation 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

