THE CHAIN LETTER

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

May/June 2014 Issue 236

PRESIDENT'S REPORT

As I sit down to write this report it's almost time for some of you to pack your bikes to participate in the 40th Anniversary Pannier Tour. I went on the 30th Anniversary Tour and it was my first experience of pannier touring. I loved it! I loved the freedom and the self sufficiency that comes with pannier touring. My cycling companions were great and I slept very well on my Thermarest mattress in my small tent. I hope the wind will be on your backs and the sun will continue to shine every day.

There are some overnight rides coming up. Colin will be leading an overnight ride to Bindoon (towel and undies) in May, Stan is organising Christmas in July to Dwellingup in July, and there is an opportunity for an overnight ride to Mandurah to meet the tourers. Details are in this newsletter.

CTA members are currently touring in Europe and we are reading their blogs. Some members are preparing to tour in Europe and the desire to travel on our bikes in other countries is compelling. We see their photos and hear and read their stories, which stir up the desire to pack the bike and go.

CTA's webmaster, Michael, is doing a great job on the website and is continually improving it. It is planned the website will have a section for blog posts. This will be a great way to read the experiences of those touring here and abroad.

We have a lot to look forward to this year. See you on the bike.

Regards
Connie

UPCOMING EVENTS

Tours

June Long Weekend—Bindoon Bound
Sat 31 May 2014 to Mon 2 June 2014
(see page 9 for details)

Social

Tech Talk Take 2
Wed 14 May 2014
Loftus Community Centre at 7:00 pm for 7:30 pm start (see page 8 for details)

Bicycle Maintenance
Wednesday 9 July 2014
Loftus Community Centre, 7:00 pm for 7:30 pm start. To be combined with Special General Meeting for changes to the CTAWA constitution – see page 3.

Christmas in July—Dwellingup Hotel
Sat 12 July to Sun 13 July 2014
(see page 9 and website for details)

Celebrating the 40th year of CTAWA on Sunday 6 April, 2014 at Charles Paterson Park, Burswood. Connie, president of CTAWA and Kleber cutting the 40th Anniversary cake.

Many thanks to Connie and Kleber and helpers on the day for organising this event! Celebration cake enjoyed by everyone is on the right.

CTA LEADERSHIP

PRESIDENT
Connie ☎ 9378 3687 (H)
president@ctawa.asn.au

VICE PRESIDENT
Patrick ☎ 0419 241 787

SECRETARY
Roy ☎ 9448 7160 (H)

TREASURER
Christine ☎ 9457 4779 (H)
treasurer@ctawa.asn.au

RIDES COORDINATORS
Stuart ☎ 0409 882 931
rides@ctawa.asn.au

EDITORS
Rosalee ☎ 9341 5221 (H)
Stephen ☎ 0430 921 929
editor@ctawa.asn.au

WEB SITE
Mike ☎ 9309 2745 (H)
webmaster@ctawa.asn.au

CLOTHING
Doug ☎ 9447 2554 (H)
clothing@ctawa.asn.au

OYB TOUR LEADER
Tony ☎ 0408 955 908
oyb@ctawa.asn.au

ACHIEVEMENT RIDES
Hilary ☎ 0405 427 246
achievementrides@ctawa.asn.au

SOCIAL COORDINTOR
Theresa ☎ 0407 074 502
social@ctawa.asn.au

Please send all correspondence to:
PO Box 174 Wembley WA 6913
CTA Email: info@ctawa.asn.au
Website: **www.ctawa.asn.au**

DEADLINES: Contributions for the next issue (July/August) should be sent to the Editor (editor@ctawa.asn.au) no later than **6 June 2014.**

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.

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

IN THIS ISSUE (cnt'd):

Pre-40th tour photo gallery 14

Membership details 14

IN THIS ISSUE:

President's Report 1

Club Information 2

Achievement Rides Successes 2

Notice of change to constitution 3

Nutrition for cycling 3

Ride report: Pre-40th Anniversary "Shakedown" tour 5

Rides Calendar 7, 8

Tech Talk Take 2 8

Achievement Rides calendar 8

June long weekend ride information 9

Xmas in July information 9

OYB 2014 – Early settlers tour 10

Cycling safety: new law mooted 10

Redback spider bike rack 11

Club Clothing 12

Achievement Ride information 13

Achievement Rides Successes

According to our records, the following people have completed Achievement Rides. Please contact Achievement Rides Coordinator, Hilary Beck by email achievementrides@ctawa.asn.au if any details shown seem to be wrong.

Sunday 9 March
5000 in 4 T1

Michael Waters
Hilary Beck
Connie Van den Ende
Noel Eddington
Christine Liddiard
Nev Taylor
Peter Komyshan
Miranda Stanton
Rosalee McAuliffe
Brian McAuliffe
John Farris
Ann Wilson
David Van Zyl
Lucy Jarzabkowski
Wayne Roberts
Stuart Crombie
Terry Phillips
Bob Allen
Laurel Cross
Kleber Claux
Chris Muller
David Gibson
Liz Marshall
Richard Marshall
Michael Penklis
Bruce Robinson

Also 2 non-members:

Barry Lim
Hussain Nazir

Sunday 13 April
100 km T1

Stu Crombie
Miranda Stanton
Christine Liddiard
Tom Curtis
Nev Taylor
Lucy Jarzabkowski
Michael Penklis
Shannelle McKellar
Christopher Rowley
Keith McBurnie
Sue McBurnie
Wayne Roberts
Hilary Beck
Peter Treasure
Bruce Robinson
Brian McAuliffe
Greg Atter
David Van Zyl
Kleber Claux
Liz Marshall
Richard Marshall
Stan Wiechecki
Ben Carter

Notice of Change to Constitution—Special Resolution

The Department of Commerce has recommended some further, small, constitutional amendments following the changes made at the Annual General Meeting in February 2014.

It is proposed to amend the CTAWA Constitution by Special Resolution, in accordance with the Department of Commerce recommendations, at a Special General Meeting on the 9th of July 2014. The Special General Meeting will be held in conjunction with the CTAWA social night at the Loftus Community Centre, 99 Loftus Street, Leederville.

The proposed motions to be put at the SGM for Special Resolution are:

1. That the CTA amend clause 20 of the constitution by changing 'charitable object' to 'charitable purposes' as follows (changes are underlined):

   20 Winding up.

   The Association may be dissolved or wound up voluntarily if the Association is solvent and resolves by Special Resolution, of a General Meeting or at a Special General Meeting called for such purpose, that it be wound up voluntarily. If upon the dissolution or winding up of the Association there remain, after the satisfaction of all its debts and liabilities, any property whatsoever, the same shall not be paid to, transferred or distributed amongst members or former members of the Association. The surplus property must be given or transferred to some other association incorporated under the Associations Incorporation Act 1987 having objects similar wholly, or in part, to the objects of the Association, or it shall be paid to or transferred to some charitable purposes, which association or charitable purposes shall be determined by the members of the Association at or before the time of dissolution or winding up.

2. That the CTA change the name of the Association by deleting 'The' at the front of the name and concluding with the abbreviation 'Inc.' as follows (changes are underlined):

   ~~The~~ Cycle Touring Association of Western Australia (Inc.)

This notice of motion to change the constitution is proposed by Roy Stone and seconded by Connie van den Ende.

Nutrition for Cycling
Wednesday, 12 March 2014

PERTH INTEGRATED HEALTH CYCLING GROUP

Presented by:
Ian Wee and Emily Eaton

Perth Integrated Health Clinic

Theresa Dewse, social coordinator, welcomed Ian Wee and Emily Eaton from Perth Integrated Health Clinic, who kindly donated their time to come and speak to CTAWA members on nutrition and hydration for cycling. It was good to see about 45 members attend this very informative and interesting workshop, the first social event for 2014.

Ian Wee

Ian has impressive cycling credentials, which includes being a Medical Classifier with Cycling Australia and Union Cycliste Internationale (UCI). He is involved in paracycling and cycle coaching, and is a bike ergonomist. It was soon clear to members that he has a great interest in using cycling as a medium of physical activity to promote health and wellness within his clinics and patients.

Ian opened the workshop by asking what sort of distances CTA members travel on an average ride. The majority seemed to be around the 50 km mark. Ian then went on to say that no added supplements were needed for distances of 50 km and under. That is, no gels, electrolytes, bars, etc. are required, only water. He said there were two major components to cycling—the engine (our body) and chassis (our bike)! The body should be the main focus of our attention, not so much the bike. It is important to have sufficient hydration and nutrition prior to the start of a ride—this is what is needed for our engine!

He then moved on to talk about compression garments and how they are touted as being able to remove lactic acid build up in the body. But Ian said this is all about negative marketing as lactic acid is actually needed for the metabolic systems to function. The role of compression garments is, in fact, about increasing blood flow to the region of compression and with that a perceptible improvement in recovery rates.

He then spoke about cramps and their effect on the body. Most people in the audience reported some cramping after ~70 km. Cramps result from microscopic tearing of muscle fibres. Micro-tearing is needed for physiological change to achieve adaptation which forms the fundamentals of muscle building. Typically 12 weeks of training are needed for adaptation to occur. However when training for an event such as the 40th Anniversary Tour, no more than 10% extra workload per week should be undertaken. He also said 72 hours off the bike is enough to lose 10% of the gain.

The effect on the body of heart rate during training was then discussed. According to Ian, the 'old' method of establishing maximum heart rate—a number equal to 220 minus your age—has largely been discredited. A heart rate threshold test is now a more reliable method of establishing this, and Ian said that his company offers this service.

For most people, training within the 70–90% zone of their actual maximum heart rate is optimal for the proper burning of fat, and it is also within these zones that people should generally train when cycling.

(Continued on next page)

Emily Eaton

Ian handed over to Emily for the next part of the presentation to members.

Emily's credentials include WAIS Nutritionist and Consultant and WA Sports Nutritionist. She based her presentation around a quiz for the audience, which debunked some commonly held beliefs.

1) What is the best food/fluid choice for a long ride of 2 or more hours?

- Sports drink, e.g. Gatorade.
- Food bar, e.g. Torq
- Gel
- Banana

It turns out that all are good options as they are all low in fat with plenty of carbohydrates (high fat foods take longer to digest). About 30 to 60 grams of carbohydrate per hour is required to meet energy needs during endurance rides, which is 1–2 gels, 2–3 bananas, 500–1000 mL sports drink, or 1–2 food bars. There was a question at this point about making up your own Gatorade drink from powder as the mix rates seemed excessive. Emily said that, if mixed at the stated rate, it would be the same as the premixed drink, allowing rapid absorption of fluids. She said, however, that it is okay to dilute to our own taste, but not to mix at a higher than recommended rate, as it will slow fluid absorption.

2) Compared to the sugar content of a soft drink, the sugar level of a sports drink is:

- A quarter
- A third
- Half as much
- Twice as much

The sugar content of a sports drink is about 6–8 grams per 100 mL, which is in fact around half that of a soft drink. If sugar content is too concentrated it is not absorbed quickly. Sports drinks are also higher in sodium than soft drink, and this helps replace sodium lost in sweat.

3) What is the potential benefit of caffeine to endurance cycling?

- Coffee signifies the end of a ride
- Increases maximum heart rate
- Raises blood glucose levels
- Reduces the perception of fatigue

Its main benefit is reducing the perception of fatigue because it stimulates the central nervous system. However, sensitivity to caffeine varies between individuals. The suggested amount is 2–3 mg/kg (about 3 cups coffee for a 70 kg person consumed one hour prior to an event). There was then some discussion about the amount of caffeine in common drinks; for example, a tea bag has 40–70 mg/kg of caffeine, whereas instant coffee has 60–80 mg/kg. Retail espresso can range from 30–200 mg per cup. Emily did reiterate that there are differing opinions on caffeine intake and it is not necessarily a good idea to depend on it. Does coffee dehydrate the body? Not necessarily—it does make you pee slightly more, but a lot less than the volume of the drink itself.

4) Approximately how long does it take for 250 mL of water or sports drink to empty from the stomach to the small intestine?

- 10 minutes
- 20 minutes
- 30–45 minutes
- 60–90 minutes

It takes around 15–20 minutes, however this can vary between individuals. Higher volumes of fluid empty quicker. The more concentrated the drink (more carbohydrates sugar per volume), the slower its absorption. Emily then went on to talk about the hydration needed for a 100 km ride. Extra hydration should be taken the day before. Check the colour of urine the morning of the ride and top up with 300 mL of fluid half an hour before start. Aim for 750 mL (depending on personal sweat rates) of fluid intake per hour during ride (can be sipped throughout ride) and the use of electrolytes are important for a long ride.

5) Glycaemic Index (GI) is a measure of:

- The rate at which carbohydrate is digested and absorbed
- The level of sugar in a food
- The nutritional value of the food
- The rate at which sugar is absorbed

It is the rate at which carbohydrates are digested and absorbed and GI is a system of classifying the amount of carbohydrates in food. Foods that are minimally processed tend to be low GI,

Ian Wee, Managing Director, Perth Integrated Health

Emily Eaton, Dietician, Perth Integrated Health

so the better the quality of your diet, the lower the GI of the diet. Emily said that, although white rice is high in GI, when mixed with chicken or legumes, the GI is reduced.

6) Why should you avoid using bacterial mouthwash if you drink beetroot juice?

Beetroot juice, it turns out, is remarkably high in nitrates, and nitrates cause vasodilation, which can aid performance. Apparently the mouthwash would negate the usefulness of beetroot juice, as it would destroy the nitrate. A lengthy discussion on the merits of taking beetroot juice to enhance performance then followed.

The nitrates from beetroot juice allow the individual to exercise at a greater intensity, for the same level of effort. Figures from a study suggested that a 16 km bike ride could be completed in 2.8% shorter time. That is, a time of 30 mins dropped to 29 mins 10 secs. The cycle to exhaustion time was extended by 12–14%.

The juice is best taken about 2 hours prior to the event. It is well regarded by the Australian Institute of Sport, who have said that long-term use is unlikely to cause adverse effects. However, it may cause mild gut/intestinal discomfort in some people and can cause discolouration of the urine and stools. Studies so far have shown the potential for enhanced performance, and further studies on the benefits are continuing. Emily recommended trying in training before using in events—everyone is an individual!

Recovery from an event/ride

Emily said that it was important not to neglect recovery after an event or ride. She recommended getting enough carbohydrates within 30 minutes to 1 hour after finishing. Use a higher carbohydrate to protein ratio as it replaces glycogen quickly.

Conclusions by Ian and Emily

Everyone is different and what works for one may not work for another. Do what best suits you.

Don't take untried supplements on offer just prior to an event as they may not be what your gut is used to! Sample them another day.

Protein is necessary after recovery, however protein during an event is not as important as taking in carbohydrate, which is a better fuel for the body during rides.

Unprocessed food seems to be a better option. Emily suggested a mashed potato gel is good to take on the bike!

The CTAWA members showed their appreciation and thanks to Ian and Emily for their time in presenting this very informative and interesting topic. Ian and Emily's interaction with members after the workshop was also appreciated. I know that I have certainly gained some valuable information from the workshop. Thanks go to Theresa for organising a great social night and also the yummy food.

To contact Perth Integrated Health or for further details, go to: www.pihc.com.au.

Pre-40th Anniversary "Shakedown Full Pannier Tour"
Labour Day Long Weekend—1 March to 3 March 2014

By Christine Liddiard

With the temperature steadily rising, 23 intrepid cycle tourists gathered at Mandurah station for 3 days of full pannier touring. This included Dale and Margaret who were on a tandem, and Nev and Mitch who both had trailers. Another two cyclists, John and Vicki had spent the previous night in Mandurah and set off early to beat the heat.

With old acquaintances being renewed and new friendships waiting to be formed, our tour leader, Stan, briefed us on the day's ride. We then headed south through Mandurah, over the old Mandurah Bridge, and onto a bike path that took us along Old Coast Road to the Dawesville Cut. Several patches of broken glass along the bike path resulted in the first of four flat tyres for George over the weekend.

Following a short stop on the Dawesville Bridge, where we enjoyed views of the sparkling blue waters of the cut and the ocean, we turned towards the Peel Estuary and our morning tea stop at The Leprechaun café. Refuelled and riding along the estuary with a soft breeze behind us, we were enjoying the quiet roads and the freedom of being on our bikes. A few kilometres on Old Coast Road and then a left hand turn onto Southern Estuary Road and we were back onto another quiet road.

We reached the Forrest Highway for our lunch stop, where the SES were setup with a Driver Reviver station. With free tea and coffee, a sausage sizzle and cans of soft drinks and bottles of water available for purchase, no one needed to go hungry. We had a wander around the sculpture wall and art works at the stop and then it was off on the last leg of the day—to Waroona. By this time, the temperature was around 36 degrees and the heat coming off the road was making the ride tiring. However, by about 3:00 pm, we had arrived at Waroona.

The first stop for many was the Recreation Centre for a cool down and swim in the pool. The considerate people there stayed open for an extra half hour to give us a bit more time. As an alternative, several of our fellow travellers sought refuge in the local hotel with a few ales.

Camp was set up at the Waroona showgrounds on green grass in the shade of some large trees. That evening, the die-hard cycle tourists (Kleber, Roy, Bruce, and Rosalee and Brian) tested their camp cooking skills in preparation of the 40th anniversary tour. The rest of us took the easy option and headed to the Hotel where, as I understand it, several stayed

(Continued on page 6)

on much later for several more bevies!

Day 2, and with dawn breaking, the camp came to life. Breakfast was partaken in a casual atmosphere, followed by a leisurely dismantling of tents—there seemed no urgency or rush, as it was known that the Pinjarra Bakery (in Waroona!) didn't open until 8:00 am. The exception was Rosemary, who, on her first cycle tour, left early to get to Dwellingup before the day's temperature climbed too high.

After coffee and food, there was a steady stream of departures to tackle the 8 km climb up Nanga Brook Road. This was a very scenic ride, with lots of trees that provided shade and made the ride seem cooler. At the turn off to Baden Powell Pool, Kleber was directing people, saying, "Only 500 metres," but my bike computer said it was more like 1.8 km! Hmmm! Anyway, the pool was lovely—cool and refreshing, and well worth the extra distance.

The 'consolation' prize for enjoying the pool, was our third big climb for the day, although with only 7–8 km to Dwellingup, all was good. The Blue Wren café was a popular choice for coffee or a milkshake and a late lunch (for those that didn't eat at the pool). As the shade stretched over the greener grass on the Dwellingup oval, our tent city slowly sprung up. Showers were a challenge, or more exactly, little more than a dribble (which may have been a slight bonus, as the drain in the ladies was blocked!).

This evening, only two cyclists stayed at camp to 'cook' a meal. Although, I'm not sure that boiling water to add to a dehydrated packet meal actually counts as 'cooking', hey Roy? And Bruce, I hear it was a can of corn! Most others went to the Dwellingup Hotel for a meal—but there was no late night this night, although that didn't stop Joy from tripping and stubbing her big toe on the way back to camp.

Monday morning and most were up for an early start. The fridge in which many of us had put our muesli in to soak overnight, gave us the surprise of a big frozen muesli bar, and had to wait a bit for our breakfast to thaw out! The first group left by 7:40 am. Leaving via Del Park Road, then onto North Spur Road, the downhill saw a variety of maximum speeds. Although I only had a modest maximum speed of 55.9 km/hr, Dale and Margaret virtually flew pass me on their tandem, reaching a maximum of 80.0 km/hr. At the bottom, Margaret admitted that she was clenching teeth so much that she thought she had likely ground them right down!

With our beloved shake-down leader Stan Wiechecki. The shandy at the Waroona pub was the best I've tasted in a decade. After riding 75 klicks in 35+ degrees it was like nectar from the gods. To add to my joy on reaching Waroona was the Dolly Parton look-alike barmaid who insisted on spraying all the hot, sweaty cyclists with her atomised water vapour. *Photo & comments by Dale Neill*

A few in the second group took some wrong turns. Hilary and Mary turned left towards the Alcoa Refinery instead right towards the South West Highway, and Dallas actually missed the turnoff to North Spur Road and went all the way to North Dandalup before heading south for Pinjarra, doing an extra 14 km along the way!. But in the end, everyone made it to the Pinjarra Bakery—in Pinjarra this time!

We left Pinjarra via Patterson Road with the assistance of a slight tail wind, which had many cruising along at a good pace.

At one time, Kleber was leading Dale and Margaret, with Miranda close behind, passing all those who were previously in front. Arriving back in Mandurah, it was farewells all round and, for most, a train back to Perth.

Thanks go to Stan for organising a great weekend and to all the participants for their company and touring tales. Roll on the 40th anniversary tour!

The group shot – numbers were allocated according to the Olympic rating system based on Good Looks and Cleanliness. ***Photo & comments by Dale Neill***

Lift out Rides Calendar page for May/June 2014

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, uphills slower. For rides with 'Hilly' terrain, consider choosing a pace one grade below your usual comfort level.

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

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.

Century Challenge Achievement Ride

Saturday, 10 May 2014

MEET AT BAKER'S HILL

7:30 am for 8:00 am start

100 miles (160 km) brisk

Meet behind BAKER'S HILL Pie Shop, 4617 Great Eastern Highway, Baker's Hill. Parking - BEHIND PIE SHOP

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

Contact: Hilary

Phone: 0405 427 246 or achievementrides@ctawa.asn.au

Shelley Saunter

Sunday, 11 May 2014

60 km (approx), leisurely, flat

7:45 am for 8:00 am start

Meet at Stirling Train Station. This will be a picturesque ride to Shelley Bridge with a café stop near the Bridge. We then return to Stirling on quiet roads and cycle ways.

Leaders: Brian and Rosalee

Phone: 0409 468 797

Eco Bird Ride

Sunday, 18 May 2014

8:30 am for 8:45 am start.

60 km, moderate (20–25 km/hr)

Road Bike: hilly

Mountain Bike: some hills

Meet at the Loftus Community Centre, Leederville.

As some people know in the club I like to look at birds (of the feathered variety). This ride will be going around some of the major lakes in the area which have some great bike trails and hides. Touring bikes and mountain bikes would be best because some of the trails are not sealed and we might have a bit of wetness. Binoculars would be good and I'll bring my bird books.

Yes, we will stop somewhere for some goodies.

Leader: Stan

Phone: 9345 3552 or 0439 955 241

Burswood to Kalamunda

Sunday, 25 May 2014

66 km, moderate, hilly

8:00 am at Paterson Park, Burswood for 8:15 am start

Meet at the playground, Charles Paterson Park, Burswood. We'll warm up along the cycle route to Welshpool, before working our way up Welshpool Road, or Crystal Brook Road for those with lots of energy, to Canning Road then Glen Isla Road and Mundaring Weir Road to Kalamunda for coffee. Then enjoy the glorious descent via the Zig Zag to Midland and back along the railway bike path to Burswood.

Leader: Stuart

Phone: 0409 882 931

June Long Weekend Ride—Bindoon Bound

Saturday, 31 May 2014 – Monday, 2 June 2014

Meet at Midland train station on Saturday, 31 May 2014 at 8:00 am for 8:30 am start.

See page 9 for full details

Leader: Colin

Phone: 0433 512 833/9418 1571

Email: colin.prior@optusnet.com.au

10,000 in 8 Achievement Ride

Saturday, 7 June 2014

110 km strenuous

8:00 am for 8:30 am sharp start.

Meet in the car park on the left cnr of Gillwell Avenue and Page Road 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'. 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

Phone: 0405 427 246

Email: achievementrides@ctawa.asn.au

The Little Cyclist's That Could

Sunday, 8 June 2014

8:00 am for 8:15 am start

40 km , leisurely, hilly

Meet in the car park behind the Dome Café, Kelmscott (off Albany Highway).

Remember the children's story about the little engine that thought it could? "I think I can, I think I can" and it huffed and puffed and kept on chugging and pulled the carriages to the top of the hill?

Well if you are like the train and would like the challenge of practising hill riding (without the pressure of keeping up the pace), join Theresa on a leisurely ride up Albany Highway and past Canning Dam before a controlled descent-for some down Brookton Highway back to the start. We will be stopping at Genesis restaurant in Croyden Road for refreshments before the descent.

Remember this ride has a leisurely rating and there will be as many scenic stops as the participants wish to have.

Leader: Theresa
Email: treesagreen@iinet.net.au

Cycle East or West

Sunday, 15 June 2014

8.15 am for 8.30 am start

Road Bike: Flat Road Bike: Hilly

Mountain Bike: Flat

Meet at Midland Train station

This ride has two options:

Cycle East with Wayne for a 62 km, hard and hilly ride that will reward you with many great views of the city and valleys.

Or... Cycle West with Janice for a 45 km moderate ride with a great mix of semi-rural, suburbia, Whiteman Park and a tranquil River Path.

Both rides will meet back together for coffee and cake at the end at Midland

Leaders: Wayne – Ph: 0408 093 986
Janice — Ph: 0438 375 558
Email: wandjbertram@bigpond.com

Stan's Seven Sick Suburban Hills Ride

Sunday, 22 June 2014

8:30 am for 8:45 am start

60 km, moderate, hilly

Meet at the Loftus Community Centre, Leederville.

Actually it's 8 hills, I found another one, but it does not work with my great ride title. We will be riding in the northern suburbs where I will show you the hills I use for practicing and training.

Leader: Stan

Phone: 9345 3552 or 043 9955 241

100 km Achievement Ride – Take 2

Saturday, 28 June 2014

8:15 am for 8:30 am sharp start.

100 km moderate, Road Bike, hilly

Meet at Armadale Train Station for registration and map/ride description.

NOTE NEW ROUTE A pretty but demanding ride taking in Mundijong, Serpentine Dam (coffee stop), keep going uphill to Jarrahdale, and then back to Armadale. The middle section is hilly. Time limit is 6hrs 40mins. This works out to be a leisurely pace average.

Contact: Hilary

Phone: 0405 427 246
Email: achievementrides@ctawa.asn.au

200 km in 2 Days Achievement Ride – Day 2

Sunday, 29 June 2014

8:00 am for 8:30 am sharp start.

100 km, moderate

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

Contact: Hilary

Phone: 0405 427 246
Email: achievementrides@ctawa.asn.au

Slow to South Freo

Sunday, 6 July 2014

8:15 am for 8:30 am start

50 km, leisurely, some gentle rises

Meet at the Loftus Centre in Leederville.

This is a gentle social ride to Fremantle for coffee looking over the sea. The route is mainly off-road cycle paths with the rest on marked on-road cycle routes. If the weather is fine we will go to South Beach kiosk at Fremantle, if the weather is stormy we will go indoors on South Terrace.

Leader: Stuart
Phone: 0409882931

Tech Talk Take 2
Wednesday, 14 May 2014

To be held at the Loftus Community Centre, 99 Loftus Street, Leederville at 7:00 pm for 7:30 pm start.

For those who were unable to attend last year, Roy, Keith, Michael and Gus will provide us with information about GPS mapping of rides and the different devices they find useful. This was very popular last year so don't forget to pop the date in your calendar.

To ensure we have enough seating and refreshments please contact Theresa at social@ctawa.asn.au or 0407 074 502.

Note: CTAWA clothing will be available on the night for sale. This may be an opportunity to check your size for orders through SprintDesign.

Achievement Rides Calendar 2014

Sat 10 May
Century Challenge T1

Sat 7 June 10,000 in 8 T1

Sat 28 June 100 km T2

Sun 29 June 200 km in 2 days

Sat 26 July
Century Challenge T2

Sun 3 Aug 50 km T2

Sat 16 Aug 200 km

Sat 20 Sep 300 km

Sun 5 Oct 5000 in 4 T2

Sat 18 Oct 10,000 in 8 T2

See achievement ride descriptions p. 13 of this newsletter, or go to the CTA website <www.ctawa.asn.au>

June Long Weekend—Bindoon Bound

Saturday, 31 May 2014 to Monday, 2 June 2014

Saturday, 31 May 2014

8:00 am for 8:30 am start

Meet at Midland train station

70–95 km, flat with one hill, leisurely or moderate pace as you see fit.

The exact distance depends on the route people choose on the day. We will head up through the Swan and Chittering valleys on our way up to the Windmill Farm Aussie BBQ and Farmstay at Bindoon. CTA has never stayed there before so it should be great to break new ground.

Sunday, 1st June 2014

0–110 km

There are several possibilities for the day that include a leisurely ride to Gingin for lunch (52 km), a somewhat harder and hillier ride to Toodyay and back (110 kms) or a moderate mostly flat ride to the Gingin observatory and back (100 km). If none of that takes your fancy then the farmstay is the perfect place to while away the day.

Monday, 2 June 2014

70–95 km

Pretty much a reverse of day one as we head back to Midland.

Bindoon's Windmill Farmstay

Bindoon Farmstay was originally an arts and crafts centre set on a 40 acre farm and was converted to it's current format in 2007. The proprietors, Milton and Joan are very proud to say that some of the permanent residents include two Kelpies, lambs, kangaroos, cows, chickens, sheep and a Shetland pony amongst others. Accommodation consists of multi room chalets with a communal lounge and private en-suites. Some of the rooms have double beds and some up to 4 singles so please be aware that bunking in with others (as per normal CTA routine) may be necessary. For legal reasons camping is not allowed.

The price is $160 per person which includes accommodation, dinner both nights, cooked breakfast both mornings, and full use of all farmstay facilities for the entire time. Soft drinks, beer and some wine is available from the bar but if you wish to bring your own you are more than welcome to do so—the Bindoon Hotel is not far away. For more information go to:
http://windmillfarmstay.com/

Places are limited, so first in best dressed!

Note: Colin will be away until the 5th May so numbers cannot be confirmed before that date.

Tour Leader: Colin

Phone: 0433 512 833/9418 1571

Email: colin.prior@optusnet.com.au

Xmas in July—Saturday to Sunday 12–13 July 2014

To celebrate Xmas in July we are going to Dwellingup over the weekend of Saturday 12th and Sunday 13th of July where the local pub & motel will be accommodating us. Distance Mandurah to Dwellingup is approximately 50 km.

Participants are required to train it down to Mandurah Train Station on the Saturday, arriving by 10:00 am for a 10:15 am ride departure. We will have a leisurely ride to Pinjarra for morning tea/ brunch at the famous Pinjarra Bakery then up the hill to Dwellingup arriving early to mid avo.

This time of the year everything will be nice and green and, if we are fortunate with the weather, we will be able to really enjoy the serenity of this quaint little town and it's eateries, trees and bird life (yes, I'll bring my bird books and binoculars). Secure parking for our trusty steeds.

Alternatively, you or your partner may drive down to Dwellingup. Depending how you feel the next day after celebrating the night before, we will cycle back to Mandurah Train Station or you can drive home with you partner.

Being an old hotel and motel (totally renovated), tariff for the night varies. There may be shared accommodation, which will bring down the price per room for singles to approximately $30 to $50 dollars a night. For couples, prices range from $120 to $145. First in best dressed.

Christmas Dinner is $30 per head. Continental breakfast is included in your room rate but if you would like a full English breakfast – $18 per head extra.

As I said, first in best dressed so please call me, Stan, to book yourself/ yourselves in.

Leader: Stan

Phone: 9345 3552

Mobile: 043 9955 241

Email: stancds@netspace.net.au

On Your Bike 2014—Early Settlers Tour

4–12 October 2014

Leader: Tony

Ph: 0408 955 908

Email: oyb@ctawa.asn.au

Did you miss out joining the group on the 40th Anniversary Tour, or looking for some one to carry your luggage?

So come join the 26th 'On Your Bike tour' where we ride from Albany to Perth.

This year's tour starts in Armadale where we all travel by coach down to the first settlement in WA — Albany. There will be an opportunity for a ride around town once you have set up camp.

The following day the tour will start in earnest heading to Mount Barker via the Porongurups, then to Frankland and Kojonup, where we will enjoy a rest day or even a historic train ride. We then continue to head north to Darkan passing by last year's camp site at Lake Towerrinning, to Boddington, then to Dwellingup for the final concert night before heading back down the scarp to Armadale and home.

Cycling Safety: proposed new road traffic law for a safe distance when overtaking cyclists in WA

By Rosalee McAuliffe

Greens MLC Lynn MacLaren introduced the Road Traffic (Keeping Safe Distances from Bicycles) Amendment Bill on Thursday, 20 March 2014 during Cycle Instead BikeWeek. I attended the rally at Parliament House to find out more about this new legislation.

Lynn spoke about the need to make cycling safer and, in her opinion, the introduction of the Greens' Bill will help drivers and bicycle riders share our roads more safely. The WA Bill requires drivers of vehicles to leave a minimum distance when overtaking bicycle riders: one metre on roads up to 60 km/h and 1.5 metres on faster roads.

I love riding my bike, the feel of the wind against my face, the changing scenery as I ride along, a feeling of well being, seeing lots of interesting places at a slower pace and, of course, the obligatory coffee at the end of a ride! However there is one drawback that all cyclists dread when riding on roads – yes, you guessed it, the worry of a vehicle hitting you and causing you serious damage.

Apparently around 400,000[1] Western Australians get on their bikes each week, for health and fitness reasons, stress release, recreation, touring and for commuting to work. Some commuting cyclists say it is quicker to ride to work than catch public transport or drive. It is great to see that more Western Australians are riding bikes, but the downside is that, according to statistics, 6 cyclists died and 1300 cyclists were hospitalised as a result of cycling

Stuart Crombie (CTAWA Rides Coordinator) at the rally on 20 March 2014

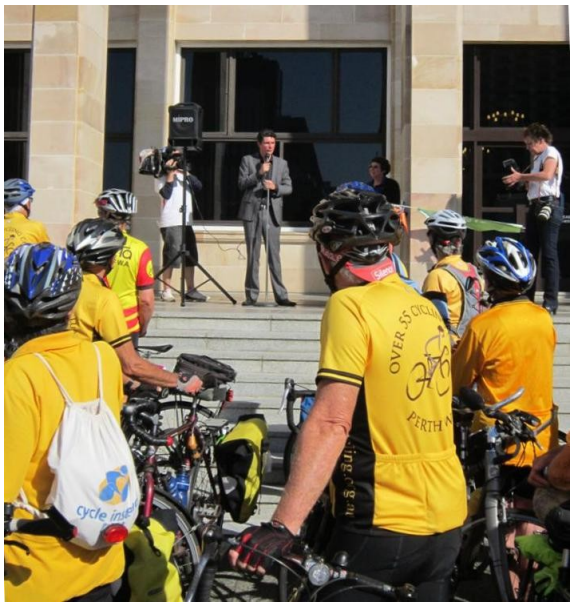
accidents in a 1 year period – I suspect most of these accidents were caused by a collision with a vehicle. We all know who comes off second best when a bike and a vehicle collide.

The general rule now is that motorists must keep a safe passing distance away from cyclists when passing. There are several different thoughts on how effective the new legislation would be; however, it maybe a good starting point on educating both bike riders and motorists of the need to share the roads. Not all motorists are to blame, and there are certainly bike riders who don't know the rules or choose to ignore them.

So what is the solution? The obvious one is that motorists and cyclists need to be tolerant and understanding of each other. There is nothing worse than a testosterone-fuelled bike rider or car driver! As cyclists we should be sensible.

By law cyclists are allowed to ride two abreast on roads, but common sense should prevail, especially on busy roads in peak hour traffic. The safest solution is more bike paths and dedicated bicycle lanes for cyclists to ride on; infrastructure for cyclists needs to improve. After all, we are saving the government a lot of money by keeping ourselves fit and healthy (mentally as well as physically), and while we are riding instead of driving, there is less pollution and less congestion on roads. Unfortunately as cyclists we are not invincible; we can be invisible to motorists!

[1] However no information was provided on how this figure was arrived at (gleaned from a press article)



Greens Senator Scott Ludham addressing the rally on the steps of Parliament House

REMEMBER: YOU ARE NOT STUCK IN TRAFFIC, YOU ARE TRAFFIC – SO CYCLE INSTEAD!

Redback spider rack is a work of art

Recently there was a very "COOL" redback spider bicycle rack made out of steel and fiberglass, approximately 3 m across, that some CTAWA members may have seen on the Melville Sculpture Walk, along the esplanade at Deep Water Point, Mount Pleasant (exhibition closed on 6 April).

As a piece of functional sculpture, the giant red back spider is a wonderful feature to include along a bike trail or to enhance a park and if any of the members would like to see and use one in their locality they are encouraged to contact the artist, or share this article with their council.

The artist, Irene Osborne, was commissioned to make a similar red back spider bike rack for Nannup a couple of years ago, and it has become a bit of an icon as a pushbike rack that the children also play on, and as a backdrop for tourists have their photo taken with.

Irene can be contacted by CTAWA members on 0417 176 160 or by email at artmail2me@yahoo.com.

Wednesday, March 26, 2014 Telegraph News 15

Artwork shows love of spiders

Narelle Butcher

A one metre high redback spider bike rack made by Waikiki artist Irene Osborne is on display at Melville's 2014 Sculpture Walk.

The steel and fibreglass structure is part of the functional art category and up for a people's choice award, to be announced when the exhibition ends on Sunday, April 6.

Osborne said she drew inspiration for the piece from her love of all creatures, great and small.

"I'm very inspired by nature and I'm very Australian, and proud," she said.

"I like spiders. I don't know why."

Osborne said although spiders were scary to most people, they were very important to nature and man.

"The famous redback spider is almost an Australian icon and has been the inspiration of many stories and much entertainment," she said.

"And this one has a happy face."

Osborne said she wanted the bike rack to be used during the exhibition. It is also for sale.

The artworks are installed at Deep Water Point, Mt Pleasant.

City of Melville Mayor Russell Aubrey said the annual Sculpture Walk was a wonderful cultural event which gave the community an opportunity to experience and enjoy art in a beautiful outdoor setting, and an opportunity for artists.

"Sculpture Walk also provides emerging and established artists with a platform to exhibit their work to the public, an opportunity to extend their art practice into site-specific public art and a stepping stone to further exhibitions and work in the future," he said.

Waikiki artist Irene Osborne is exhibiting her redback spider bike rack at Melville's 2014 Sculpture Walk.

HOUSEKEEPING

Please contact us if your contact information changes (so we can keep our database up to date.)

Email: members@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 email a clear summary, 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 (send 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 seems 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 .

We would like to extend a warm welcome to our new members:

Bill Cuthbert

Terry Phillips

Shannelle McKellar

Pierre de Kock

Eleanor de Kock

Barry Scoffern

CTA CLOTHING

CTA Clothing

CTA clothing is available as follows:

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

Short Sleeve Unisex (full zip):

Short Sleeve Womens (short zip):

Long Sleeve Unisex (short zip) :

Long Sleeve Womens (short zip):

Long Sleeve Unisex (full zip):

Sprint Design, recommend that buyers select a tighter fitting jersey to achieve good moisture absorption.

CTA jerseys are available in a range of sizes, in both long and short sleeve and half and full zip. Sizing is deliberately small to aid in moisture absorption, however it is **recommended you try on a sample before selecting.** If CTA's selection does not suit your requirements you can order direct from Sprint Design. Allow a 12 week lead time. Providing you only vary the length (long or short), rather than CTA's regular length and do not vary the jersey material, pricing should be approximately the same. To place an order, 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. Limited stock in size 16 & 22

CTA Socks
Orange/blue socks with CTA logo — $10 a pair

Take-a-Look Mirrors—no longer stocked by the CTA as these can be purchased through bike shops

Safe-Zone Mirror

The 57 mm diameter 'Safe-Zone' mirror gives an improved vision of vehicles or other riders approaching from behind. Normally only available on line at $53, including handling and postage. CTA is able to offer these mirrors to members at **$43 including postage**, or if you collect the mirror yourself from Doug (at Greenwood) **$35.**

These mirrors use two zip ties for mounting onto your helmet. If you are cycling overseas where traffic is left hand drive, these mirrors can be easily adjusted.

Contact : Doug 9447 2554 (H) or email clothing@ctawa.asn.au for any enquiries or orders.

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.

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. Each ride is supported by a volunteer and the series is coordinated by the Achievement Rides Coordinator. **(See page 2 for contact details)**

Background

The series is designed to help cyclists train for fully loaded pannier touring. It is presumed that, if a rider can complete an achievement ride of *x* km carrying little or no gear, they would be able to ride half that distance fully loaded. The longest ride in the series is 300 km, on the basis that 150 km per day is a likely maximum travelling fully loaded.

Ride series

There are four levels to which achievement ride participants can aspire. Each level comprises a combination of set rides undertaken over the year. These are summarised in the following table.

Series	Rides
Merit	50 and 100 km, and 5000 in 4
Achiever	50 and 100 km, and 5000 in 4 *plus* any one of: Century Challenge *or* 200 km *or* 300 km *or* 10,000 in 8 *or* 200 km in two consecutive days
Challenge	50, 100, Century Challenge and 200 km, and 10,000 in 8
Super Achiever	50, 100, 200 and 300

Awards are made for successfully completing any of the stipulated ride combinations. A member can only nominate for one award per year. A longer ride can be substituted for a shorter ride in the category, provided the longer ride is of the same kind (e.g. in the hills).

For the Achiever category, back-to-back 100 km rides (200 km in two consecutive days) can only be used to count towards either the 200-in-two *or* one 100 km ride, but not both.

Ride time limits

Although non-competitive, time limits are set for each ride, based on an average speed of approximately 15 km/hr.

Ride	Time limit
50 km	3 hr 20 min
100 km	6 hr 40 min
Century Challenge (100 miles/160 km)	10 hr 40 min
200 km	13 hr 30 min
300 km	20 hr
5,000 in 4 (5,000 feet of hills)	4 hr
10,000 in 8 (8,000 feet of hills)	8 hr

Qualifying to start the Century Challenge, and 200 and 300 km achievement rides

The length, difficulty and time required to complete the Century Challenge, 200 km and 300 km rides means that prerequisite criteria must be met to be eligible for these rides, as detailed in the next table.

Century Challenge	100 km same year
200 km	Century Challenge in same year; *or* Challenge Series previous year
300 km	Century Challenge; *or* 200 km same year; *or* Super Achiever Series previous year

Using brevets

If you cannot attend an achievement ride on the given day, it can be completed by brevet. This means taking a brevet card with route description (provided by the AR coordinator), and having the card signed at recognised waypoints along the route. The AR coordinator must be contacted in advance of attempting a ride by brevet.

Completed cards must be returned to the Achievement Rides Coordinator, preferably within 2 weeks of attempting the ride, and no later than the end of the current calendar year.

Achievement Rides support

Longer achievement rides generally have vehicle support. If you can provide support on any achievement ride, you will be reimbursed at a rate of 50 cents per km. Other related expenses may be reimbursed on presentation of receipts and an expense claim.

Information and dates for 2014

Questions about achievement rides, or offers to support achievement rides, can be directed to the Achievement Rides Coordinator. See p. 2 for contact details.

Further information, including AR dates for 2014, is given on p. 7–8. and on the website <www.ctawa.asn.au>.

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 100.1 FM, Saturdays 7.40 – 8.00 am and SBS 2 (TV), Sundays 6:00 – 6:30 pm

Membership Details

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

Renewal Adult membership	$40.00
(If paid by 31 Jan	$35.00)
New Adult membership	$35.00
Full-time Students/Pensioners	$23.00
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 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, to name a few of the material benefits.

For more information, send an email to info@ctawa.asn.au.

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