

THE CHAIN LETTER

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

September/October 2014

Issue 238

PRESIDENT'S REPORT

Greetings to everyone. Hope you are getting out on your bikes. We have so much to look forward to in the CTA rides calendar. Here are some happenings.

The Sustainable Tour (2015), will take us to Victoria, starting at Philip Island and returning to Lilydale. Details are in this newsletter with dates and the proposed route.

The name 'Sustainable Tours' was chosen at the beginning to involve members who wanted to lead a tour and to have participants look after their own meals and be less supported than one is on the OYB tours.

There are no rules about the type of sustainable tour if you would like to lead

one. It can be a full pannier tour, or a supported tour, or a spoke tour where you stay in one place and go to a different location every day. The options are limitless and if you have an idea or you are new at this, help will be offered. There is a wealth of knowledge among members and everyone brings something new and different.

The other exciting ride we are proposing is one that involve children. Any parents or grandparents with young or not so young children are invited to bring them to this ride. There will be very short routes and longer depending on the age and ability of the children. It will be a social event, bring your BBQ or picnic

and have fun. Details will be in the next newsletter.

The OYB tour will start soon and is always an event to look forward to—a time to enjoy riding in the country, meet up with friends and manage a personal best for some. I hope you all have a wonderful ride on the Early Settlers Tour in October. May the winds be favourable.

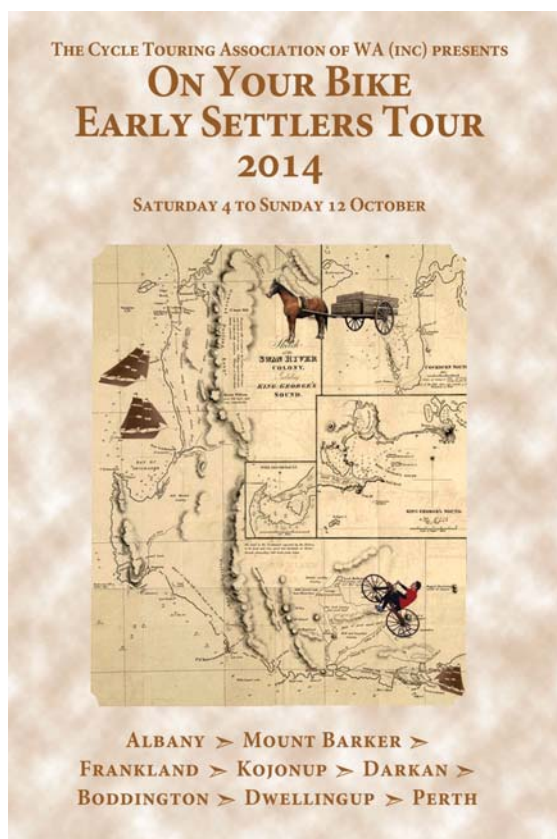
If you do a personal best (PB), please let the editor know and it will be published in the newsletter.

See you on your bike, keep safe.

Regards

Connie

UPCOMING EVENTS



On Your Bike—Early Settlers Tour Saturday 4 to Sunday 12 October 2014

There are plenty of places still available on this year's On Your Bike tour. So please invite your partner and friends to join you on tour.

The On Your Bike tour is the flagship event for CTA and so please support your club and come on tour. You will experience 9 days of riding through the beautiful scenery from Albany to Perth and have great company with your fellow cyclists.

If you intend on coming on tour, please return your entry form as soon as you can to enable the OYB team to have numbers for pre-tour preparations.

Phone Tony on 0408 955 908 or email OYB@ctwa.asn.au

The Brochure and Tour Entry Form can be downloaded from the website: www.ctawa.asn.au

Social

Now, about that tour?

Wednesday, 10 September 2014

Loftus Community Centre at 7:00 pm for 7:30 pm start

Many club members have been inspired to go on either guided or self guided tours, both within Australia and overseas. Come and hear about the way they did their tours, learn what worked for them and revisit some of the amazing places they have cycled through. **To ensure we have enough seating and refreshments, please contact Theresa at social@ctawa.asn.au or 0407 074 502**

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DEADLINES: Contributions for the next issue (Nov/December) should be sent to the Editor (editor@ctawa.asn.au) no later than **6 October 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...

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

IN THIS ISSUE:

President's Report	1
Club Information	2
Achievement Ride Successes &	2
CTA 40th Anniversary pannier tour—ride report: The second week by tour participants	3-6
Rides Calendar & Sustainable Tour of 2015	7-8
Ride & Tour Reports:	
<i>June Long Weekend—Bindoon Bound</i>	9
<i>Xmas in July—Dwellingup</i>	9-10
ABC & D of Bike Maintenance	11
Club Clothing	12
Achievement Ride Info	13
Membership Details	14



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.

**200 in 2 days – Day 1
28 June 2014**

Hilary Beck
 Patrick Smythe
 Christopher Rowley
 Bruce Robinson
 Benjamin Carter
 Don Ward
 Leanne Robb
 John Farrelly

Shannelle McKellar
 Kleber Claux
 Bruce Robinson
 Leanne Robb

David Tucker
 Michael Waters
 Stuart Crombie
 Christine Liddiard
 Kleber Claux
 Don Ward
 Patrick Smythe

**200 in 2 days – Day 2
29 June 2014**

Hilary Beck
 Christine Liddiard
 John Farrelly
 Christopher Rowley

**Century Challenge T2
26 July 2014**

Patrick Smythe
 Don Ward
 Stuart Crombie
 Bruce Robinson
 Greg Atter

**200 km
16 August 2014**

Mark Ewing
 Stuart Crombie
 Bruce Robinson
 Don Ward

**50 km T2
3 August 2014**

Hilary Beck
 Trish Tucker

Calendar of Achievement Rides 2014

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> for more details.

CTA 40th Anniversary Full Pannier Tour

The second week: 27 April – 4 May 2014



Day 9: Nannup to Augusta, 90 km – Turner Caravan Park (Sue)

We woke in Nannup after a great dinner at the Nannup Pub. It was an opportunity to celebrate the success of the first week on the tour and also time to say goodbye to Mary, Rob T, Grant and Terry. We also welcomed Mike Waters for the second week of our journey. Sunday morning saw lots of activity as riders hurried to hit the road and hopefully beat the weather.

High winds and rain were forecast, but it looked at least early in the day that we would be lucky with a good day.

We attacked the hills out of Nannup riding in cloud and intermittent sun with no wind at all. The tail-end charleys tarried, enjoying morning tea at 25 km and a leisurely lunch at the 50 km mark, and we were feeling quietly confident. Then the rain and wind began and weariness took hold. Sticking to our plan we stopped at 75 km for afternoon tea, relaxed in the momentary sun and were hurried along by a quick downpour. The last 15 km into Augusta was wet and windy and the final few kilometres were marked off one by one! (tail-end charleys – Barb, Gus, Sue, Keith and Roy).

Day 10: Augusta to Hamelin Bay, 21 km – Hamelin Bay Holiday Park (Trevor)

Those few of us who were brave enough to camp at Augusta managed to survive the wind and rain as the storm front passed overnight. The economy of Augusta was boosted as many wimped out and elected to find alternative accommodation in the hotel or backpackers.

Morning broke, windy and clearing of rain. I slept in and woke just after 7:00 am. The wind helped to dry the tent before gear was packed up and the bike loaded, ready for what was to be the shortest ride for the entire tour. After breakfast and the short, sharp climb up the hill from the caravan park to the IGA, I caught up with Mike M and bought food supplies. I was intending to have an 'alcohol free' day today, but after Mike M stopped at the bottle shop, I reneged and bought two bottles of alcoholic ginger beer. Mike M and I rode out of Augusta together and, after the hard grind into the wind yesterday, we had the pleasure of a favourable south-westerly wind blowing over our left shoulder.

At only 21 km, we arrived into the camp

first, along with Peter, found our allocated tents sites and set up camp. After a nice hot shower and lunch I was off to explore the teeming metropolis of Hamelin Bay. A stop at the beach kiosk for an ice cream was followed by a windy walk up to the headland on the Cape to Cape path. Ben was a brave soul, venturing into the cold and uninviting ocean for a swim. The afternoon was whiled away watching Brian doing a sterling job of replacing two broken spokes on Mike's bike. Others sat around in the sun in the undercover camp kitchen area drinking coffee, talking and reading the paper. At 5:00 pm Kleber gave us the tour talk and allocated us rooms at the YHA Dunsborough. All the MKR gourmet chefs started their dinner preparations and the group settled down in the camp kitchen to eat and consume the usual few glasses of wine to round out the evening. All in all, it was a great day, short and more like a rest day at the end. Rain has gone, so looking forward to the coming days!

Day 11: Hamelin Bay to Prevelly Park 47 km – Prevelly Park Beach Resort (John W)

The day started with light showers, but good gaps, allowing us to pack in the 'dry'.

The first hill out of Hamelin was a real heart starter/muscle warmer. I split off with Bruce's Boranup bush bashers to take the Boranup Forest Drive (off road) alternative. Bruce did a good sales job and convinced Pat (against his better judgement) to join the crew, to his later regret!

The first part of the track was super steep, lowest gear stuff. Mat had a fall when his wheel got stuck in the sand, but got up quickly to chase after Nicole who captured it all on camera, whilst falling about laughing – no damage done, just wounded pride!

Nearing the end of the gut-busting slope,

(Continued on page 4)



At Hamelin Bay: Brian, Rob and Mike M replacing a broken spoke



Brian and Margaret taking a seat at a farmers drive-way on the way to Prevelly

Dale (our photographer extraordinaire), cruelly waited with his camera to catch our gasping faces in close up. Having done his deed, he moved on, leaving the group to do its own 'selfie' at the lookout nearby.

From there, it was a long downhill, a bit sandy, a bit corrugated, but to me it was a sweet ride! Nicole and Ben did extremely well with skinny tyres on the track. Ben and I agreed that overall the Boranup Drive seemed to have way more downhill than uphill (usually it feels to be the opposite). All in all an adventurous ride – thanks Bruce.

As the track finished back at Caves Road we waved on the 'straight roaders' heading north – Kleber, Ann and Tony. Gus and I managed to convince our other halves, Barb and Vicki, to turn around and go back to Boranup Forest Café for a second morning tea, while the Boranup Bush Bashers had to back-track a kilometre for this highly recommended stop: monster scones, friendly blue wrens and red dog. (Christine, Barb and Vicki were tempted to buy the handcrafted jarrah/marri table at the wood gallery next door. However, the blokes baulked at loading them on the panniers – if only Mitch had his Bob trailer here!).

Vicki and Barb reported that they had had a wonderful ride on the Caves Road with very little traffic and the forest ride

was 'gorgeous.' At the café we found Roy wrapped in blankets sipping his cocoa (hot chocolate) – the only thing missing was the knitting!

After leaving the café, continuing up Caves Road was very pleasant, again with so little traffic (compared to summer holidays). We cruised back roads with Pat, but who put that hill on Wilderness Drive? Vicki had a bit of a 'dead leg day', but lucky for me, I didn't have to break wind for her like on previous days(!)

Arriving at Prevelly, we regrouped with the 'light weights' who had started at Augusta. Keith had a lucky break involving a burst tyre and was fortunately helped out by a passing Augusta bike shop man.

At Prevelly, the experienced OYB'ers were quick to line up at the bottle shop wine tasting.

My day finished on a bit of a dud note: my culinary expertise was found wanting – gluten free, dairy free, egg free pasta spirals turned into 'gloop', much to Gus and Barb's amusement. Nothing that a glass of local wine couldn't fix.

Vicki: yes the meal that John cooked was disgusting. Even the dog would have starved!

Thank you to everyone, great tour, great group, great fun. We will be back again – Vicki and John.

Day 12: Prevelly Park to Dunsborough 59 km – Dunsborough Beach YHA (CJ)

(CJ – who went directly from Augusta to Prevelly 68 km. Carnarvon is a relatively dry place and CJ is not used to rain, describing it as a storm! [Ed.]

A storm ravaged the tour arriving into Augusta and threatened life well into the next day. Consequently many of us squirreled into hotel and youth hostel accommodation for fear of drowning. Four of us (Keith, Sue, Dee and me) remained holed up for an extra night of rain-free bliss with the plan to catch the tour in Prevelly and bypass Hamelin Bay. Leaving Augusta, Keith's rear tyre had a catastrophic blow out and he had no spare. In a stroke of absolute genius, he created fire by rubbing two spokes together and, with dexterity and wizardry, was able to heat shrink an old tractor tyre he sourced from the roadside onto his rim and ride on. Well done Keith! *(Editor – don't believe everything you read!. Fortunately a passing motorist turned out to be the Augusta bike shop owner and helped out by going back to his shop and getting a tyre for Keith's bike – but good story CJ!)*

Oh, and Dee's bike broke in half. Major bummer! That was very timely in Augusta itself, where a local welding guru fused it back together with a flame thrower. Lucky Dee!

Most agreed the ride from Prevelly to Dunsborough was an outstanding day's riding. The climb out from camp lobbed us onto the Margaret River to Cowaramup Rail Trail and a stunning cycle through lush forest to what is better known as Cowtown. There we ravished the bakery and with swollen bellies rode on into vineyard heaven. The Providore Chocolate Liqueur Winery and the Swooping Magpie Vineyard proved popular. As did Simmo's Ice Creamery, which took a heavy beating. Severely bloated but fortunately heading downhill, we all coasted into Dunsborough Youth Hostel in a cosmic state of happiness with a rest day to boot.

(Continued on page 5)

Day 13: Rest day at Dunsborough Beach YHA (Dee)

After yesterday's delightful ride, we were warmed by the log fire at the YHA Beach house, and had dry beds for two nights. That is, all except Bruce who went AWOL and tented anyway next to the shed, where allegedly people partied at the BBQ area after the 10 pm curfew. A day to relax and rest, to clean, repair, polish and oil the bike, and to wash dry and iron clothes. Yes iron! It was reported that one committed soul was caught on camera. There was a 3 km walk/ride into Dunsborough town along the bike path to explore the many speciality shops and eating houses. Still, many chose to prepare gourmet-looking delights, instead of dining out. Five brave souls bared much at 7:30 am to frolic in the waves at Dale's direction for the perfect picture! Still others explored further afield; that may be written up by tomorrow's authors.

Day 13: Rest day at Dunsborough Beach YHA (David)

Now some people thought that this might be a waste of time!! Well it turned out to be just the right thing for the three hard days that followed. Once again our Dear Leader got it right.

But it also allowed one to reflect on the tour. Day 1 had us sitting in a bus, but by the time we arrived in Albany all, with the possible exception of the driver, had forgiven Roy for his 'lapse'.

The days that followed had some challenges! Where to go for coffee, what 'stuff' can be discarded and when to walk up hills without being seen by other cyclists. But when asked, most people seem to have had a good time, some will do it again, some will do it differently, and those that indicated that 'cycling around the South West is no longer a novelty' will no doubt have a different view once the legs are back to normal and sitting on a saddle is not an issue.

One thing is for certain — every time you tour as a 'novice (this is my 3rd tour) you learn something new and will hopefully not make the same mistakes next time round.



At Dunsborough Beach YHA: rest days are a time to catch up on sleep, that Bob trailer was really tiring me out!

However, speaking to our Dear Leader, he confirmed that he really only liked the 'riding bits' of the tour. When one thinks about the tour, it all went smoothly because of our Dear Leader. He planned the trip, arranged the transport and accommodation, and made sure we all knew where to go and when. In addition to this, he was concerned about our safety and also had to deal with the unforeseen changes in previously set arrangements. Fortunately for him, no one changed religion and despite the best efforts of some, no one was offended

This is probably why most of us wait for 'someone else' to arrange a tour?

We all have some idea for a tour: where would you like to go and ride? Will it be supported or full pannier? Why not put your plan to the CTA Committee? I am sure that Kleber and others on the committee will be able to assist you in bringing your plan to fruition. Think about it!

Day 14: Dunsborough to Australind, 96 km – Australind Tourist Park

**(Dianne, Deb and Joy – the
Albanians as Brian likes to call us!)**

Choosing the bike path, we left Dunsborough campsite about 8 am and meandered along to the sounds of

silence, birds chirping and commuting traffic as we made our way through Dunsborough and Busselton. We continued through the Tuart Forest area stopping for the occasional roadside break until we reached Harewoods Road. Up to this point we had travelled 68 km of flat terrain which was a real treat for us as we rarely get to do flat rides. From here we stopped at a tranquil lake park at Dalyellup where we had lunch. After this we somehow got lost and had to ask a local how to get to Parade Road. Once we were back on track we made our way into Bunbury and stopped for the well deserved coffee/cake ritual before riding into Australind.

As this was our first pannier tour we would like to mention what we have learnt from this:

- * The culinary skills of Trevor, Mike and Pat are very impressive.
- * We must avoid sitting next to Trevor, Mike and Pat when eating our dehydrated food!
- * A sharp knife and a plate are necessities we must remember to take on our next tour.
- * Nev has a fantastic mini tyre pump, if anyone wants to borrow it!

(Continued on page 6)



Mathew, Nicole, Vicki, Ann, John and Tony at the Swooping Magpie near Yallingup

* Don't pitch your tent near Pat, Nev or Peter as they leave at the crack of dawn.

* Pat is really good at Sudoku!

Thank you everyone for a great tour!

Day 15: Australind to Mandurah, 96 km – Timbertop Caravan Park (Rosalee)

Most tourers elected to get up early as this was going to be another long day on the bike, and once again it was quite chilly in the morning. Tents and bikes were packed and most people were heading out of the caravan park by 8:00 am. The ride along the estuary was a perfect start to the day, very relaxing and peaceful, flat riding with little or no wind. We turned off our peaceful road at Cathedral Avenue and onto the busy Forrest Highway. The traffic was constant, however I felt safe on the good hard shoulder that the road offered. After 19 km of riding we stopped at Myalup Roadhouse, a great place for morning tea and to stock up on lunch supplies. At this point Christine, Hilary, Joy, Deb, Di, Bruce and Mike W decided to avoid the busy highway and head inland where traffic would be lighter. The group turned off at Myalup road, riding in the Yarloop direction.

The ride along Forrest Highway was very flat, and although there was no wind, it required constant pedalling — where were the hills to roll down! Kleber did his usual thing and passed us, and was soon an orange image in the far distance! I was happy to leave the Forrest Highway

and turn onto the Old Coast Road towards Mandurah, this road was a lot quieter, with very minimal traffic. The riding was pleasant, shady peppy trees lined the side of the road. At 59 km we turned off at Armstrong Hills Road, it was a bit of a shock to find a couple of hills after riding on such a flat surface. This was the first time during the day I had to use a granny gear. We soon turned off Armstrong Hills Road, however ended up again on the Old Coast Road before deviating onto Estuary Road with a pleasant ride along side the estuary. By this stage we had reached Pat and Rosemary, and we were all hanging out for the café on Estuary Road. Much to our relief we eventually got to the café for a well-earned rest and body fuel-up (at 72 km).

After a good rest we got on our bikes for the final push into Mandurah. The ride in was mainly on bike paths, so quite relaxed and safe. We arrived at Timbertop Caravan Park around 2 pm. Many tourers took advantage of Dome — a good place to sit, have a coffee and see if any dolphins could be spotted in the estuary.

Hats off to the brave group who took the alternative, quieter route, bypassing the main highway. Congratulations to Joy, Deb and Di (Albany girls) who all recorded a PB of 128 km for the day! Apparently Christine set the pace, and Mike W said that he was bugged after 100 km and kept asking Christine how much further!

It was great to see the group from Perth who joined us for our final night together, ably led down by Connie and Noel. Everyone was starving and ready for a good meal at Silver Sands, where the service was excellent and food really appreciated.

Kleber our wonderful leader and tour organiser thanked everyone for their support over the 40th Anniversary tour. He was given a standing ovation by all the riders: his encouragement and hard work in keeping an eye on everyone, making sure that we stayed safe on the roads, and pointing us in the right direction when we were lost, were a testament to his outstanding ability to lead a group. Neville presented Kleber with a wooden plaque, in the shape of WA, the wood represented the forests that we rode through. The engraving on the plaque commemorated the towns that we stopped at, with the wording: – AN INSPIRATION TO US ALL. Thank you Kleber for the opportunity of such a wonderful tour, from which we all arrived home safely. The only injuries were not bike related, Barb (filing your nails can be dangerous) and Nicole (going to the toilet in the middle of the night has its perils!).

Also special mention to Dale our dedicated photographer, what a wonderful job you did and also your support Margaret. The audio visual of the tour is a fantastic keep-sake.

Day 16: Mandurah to Perth, 80 km – East Parade, where it all started (John B)

Well, Timbertop in Mandurah served us well and we were once again under-promised and over-delivered!

Despite a bit of drama fighting in the street in the early hours of the last day it's good to know that 50 friends will come to one's aid.

Under-promised and over-delivered was the theme of the whole tour! Magnificent maps, so impressive, catering to off and on road. Cool weather for the last days makes it too easy. There was a special CTA ambience having the crowd cycle to Mandurah, and another crowd to Casuarina to pull us on to Perth.

Thanks and regards.

Lift out Rides Calendar page for September/October 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 suit-*

ability 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 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.

IMPORTANT: We do what we can to ensure the ride details are correct when going to print. However sometimes unforeseen circumstances can occur after publication of newsletter. **Therefore please check the website before going on a planned ride.**

House Rules

Sunday, 7 September 2014

8:15 am for 8:40 am start

70 km, moderate, hilly

Meet at Midland Railway Station.

We'll check out the street view of one of the competition houses from 'House Rules' on our way to the notorious Rycroft Road and around the Mundaring Dam loop. Coffee at the Tea and Coffee Merchant in Kalamunda before the Switchback to Helena Valley.

Leader: Stuart

Phone: 0409 882 931

Double Trouble or Good To Go?

Sunday, 14 September 2014

8:15 am for 8:30 am start

40-45 km leisurely, some hills

65-75 km brisk,

Meet at Fremantle train station for your choice of two rides. Either Leisurely with Deb, or a bit faster with Colin. Colin will head south from Freo, lots of places to 'stretch the legs', and then re-group. Deb's ride will also head south, but meander through more neighbourhood streets. Both rides head back via the Freeway bike path and meet up for coffee at the end, at B shed markets.

Leaders: Deb 0421 697 453 or Colin 0433 512 833

300 km Achievement Ride

Saturday, 20 September 2014 (all day)

300 km, very hard. This ride will be run as a BREVET. Please refer to newsletter for more details.

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

Participants **MUST BOOK** at least one week prior to the ride to arrange details, and to prove their ability to ride long distances before being accepted to start. There is a \$10 fee for non-members (subject to approval).

Contact: Stuart 0409 882 931

Email: achievementrides@ctawa.asn.au

OYB Prologue

Sunday, 21 September 2014

8:30 am for 9:00 am start

50 km, moderate, rolling

Meet at Murdoch Train Station.

Come and meet some of your fellow OYB tourists on a scenic ride through some of Perth's southern suburbs and the Beeliar Regional Park on our way to Lo Quay Café for morning tea. After some refreshments and a chat we will return to the start.

Leader: Terry - Phone: 9472 9887

The Missed Hills Ride

Sunday, 28 September 2014

8:15 am for 8.30 am start

70 km, moderate, hilly

Meet at Gosnells Train Station.

Come and get fit for next week's On Your Bike tour as we tackle some of the hills that the 10,000 in 8 missed. You will have time to warm up on the flats before heading up the scarp as we pass through Lesmurdie, Bickley, Pickering Brook, Canning Mills and a coffee break at Genesis Cafe in Roleystone. Then it's an easy ride to the finish at Gosnells.

Leader: Kleber

Phone: 9354 7877

On Your Bike 2014—Early Settlers Tour

Saturday, 4–12 October, 2014

5000 in 4 Achievement Ride – Take 2

Sunday, 5 October 2014

8:00 am for 8:30 am sharp start

55 km Moderate

Meet in the car park on left cnr of Gilwell Ave and Page Rd across Albany Highway from Kelmscott Train Station, for registration and map/ride description. Please note that it is best to park at Kelmscott Station due to new parking restrictions at Gilwell. The course promises 5,000ft of uphill and down dales around the Armadale and

Roleystone areas. Time limit is 4 hours.

Contact: Stuart 0409882931 or
achievementrides@ctawa.asn.au

Roses in the Hills

Sunday, 12 October 2014

8:15 am for 8:30am start

50 km, moderate, hilly.

Meet at Charles Paterson Park,
Burswood.

Last chance to see the hills before the
temperatures rise.

From Charles Paterson Park, Burswood,
to the Rose Cafe and Canning Road by a
moderate climb up Welshpool Road then
back down again.

Leader: Stuart

Phone: 0409 882931

10,000 in 8 Achievement Ride – Take 2

Saturday, 18 October 2014

8:00 am for 8:30 am sharp start

100 km hard, road bike, hilly

Meet at the Kelmscott Railway Station
for registration and map/ride description
(you will need it). This is the clubs hilliest
ride which requires you to climb 10,000ft
within 8 hours. Of course this means
coming down the same amount.

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

Contact: Stuart 0409 882 931

Email: achievementrides@ctawa.asn.au

Carinyah Biddi Figure of 8 Loop

Sunday, 19 October 2014

8:45 am start

35 km mountain bike ride, moderate &
undulating

Meet at the Pickering Brook General
Store (Cnr Canning Road & Pickering
Brook Road)

This ride is a variation on the route we
did in 2012. We will be riding from
Pickering Brook on Old Forestry Roads
for about 8kms before joining onto the
Carinyah Trail. We then ride about 10 km
on the Carinyah Trail before we turn
North and join onto the Munda Biddi
Trail, which we will use to get back to
Pickering Brook.

We will be stopping for a morning tea
break at the Munda Biddi Shelter and
Wayne the Barista will be there with
his Billy - so if you would like a hot
cuppa, bring a mug. There are no
coffee shops or stores along the way, so
make sure you bring enough food &
water for the trip. Knobbly tyres are also
best in the dirt.

Leaders: Wayne and Janice Bertram

Phone: 0438 375 558

Email: wandjbertram@bigpond.com

Southern Lakes and Water Courses

Sunday, 26 October 2014

9:00 am for 9:15 am start

60 km moderate: predominately flat
(with the odd incline)

Meet at Warnbro Train Station.

The Perth coastal plain has a broken
chain of water courses running along its
entire length.

Starting from Warnbro, today's ride will
chart a path back to the city taking in
some of the lakes, swamps and water
courses dotted throughout the southern
corridor of the metropolitan area.

How many will you be able to
identify? You can discuss this over
coffee/cake or lunch at the conclusion of
the ride.

Leader: Trevor

Phone: 040 202 9608

Email: trevorknox@arach.net.au

Forrestfield Loop (with a deviation to Kalamunda)

Sunday, 2 November 2014

7:45 am for 8:00 am start

50 km approx, hilly, moderate pace.

Meet at Cloughton Reserve in Bayswater
(Katanning St) .

We will follow the foothills of Forrestfield
and will head up the hill to Kalamunda,
we will be halfway there. Coffee at the
top, then we will take the Zig Zag back
down the hill and return through Helena
Valley.

Leader: Connie

Phone: 9378 3687

100 km Coastal Cruise

Sunday, 9 November 2014

8:15 am for 8:30 am start.

100 km, mostly flat, moderate pace.

Meet at Glendalough Station for
approximately 100 km around the
picturesque Swan River and along the
beautiful Western Australian coastline.

Leader: Dean

Phone: 0412 980 455

Sustainable Tour of 2015 22 March to 3 April 2015

The Sustainable Tour for 2015 will be going to Victoria

This will be a full pannier tour. The dates avoid the busy holiday
period, and the weather should be fine — for the Victorian
climate. Start and end points utilize the public transport
system, thereby avoiding the urban traffic.

The route will start at Philip Island and will follow the coast
east to Lakes Entrance. One of the highlights is a planned boat

trip across Lakes Entrance. The return route will take us inland
to finish at the end of the urban rail line at Lilydale.

Total distance approximately 750 km.

Please contact Noel on 0419 964 808 or Connie on 0407 640
012 or email connie_noel@westnet.com.au to register your
interest.

June Long Weekend—Bindoon Bound Saturday 31 May to Monday 2 June 2014

by Rosemary Cuthbert

Bill and I recently enjoyed the Bindoon Bound June Long Weekend, three day cycle tour, led by Colin Prior. We met at the Midland train station and rode to Bindoon's Windmill Farmstay on Saturday. We took the day ride to Gingin on Sunday and on Monday returned back to Perth via a slightly different route. Distance door to door for us was 250 km. The weather, as instructed, stayed clear, traffic was well mannered and the company very convivial. Adjacent to our accommodation was someone's personal collection of the most amazing and fascinating array of old cars, farm machinery and equipment.

I guess you could call it a European shakedown tour for Bill and myself. So many questions on what to pack, how to prepare the bikes, even which bike should we take.

Pictured at right at the Bindoon Bound long weekend are Rosemary and Bill who recently embarked on a twelve week cycle tour of Ireland, France, Switzerland and Italy. Rosemary completed the CTA's 40th Anniversary Full Pannier Tour in April this year.

Good luck to Rosemary and Bill on their cycling adventure!



Bindoon Bound Long Weekend—Colin, Lucy, Vanessa and Hilary



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

The CTAWA annual 'Xmas in July' was held in Dwellingup on 12–13 July with 23 riders and partners attending.

The weather couldn't have been better. Both days were bright and sunny with virtually no wind and, most importantly, it was cool enough to get that winter effect, although neither snow nor Santa Claus were seen.

While Don Ward rode down to the start in Mandurah the rest of us caught the

train, which ended up seemingly having CTAWA colours and bicycles at every door. Fortunately organiser and ride leader Stan, Ann (The Pocket Rocket), and Kleber (The Magnificent), set up court at the front of the train so the rest of us didn't have to talk before the first coffee at Mandurah. As we queued for that first coffee at the station's cafe, a bloke waiting for a train saw the CTAWA colours and casually described how the CTAWA had introduced his son to bike

riding, 'back in the day'. He forgot to mention that his son had gone on to win a medal at the Commonwealth Games when he got a bit stronger! Kleber of course knew who he was.

Right on time, Stan lined us up, gave us the route and safety briefing and led us off to the Pinjarra bakery for morning tea. At least that was the idea.

(Continued on page 10)

On Lakes Road the peloton turned right into Paterson Road but the ride leader continued straight on, chasing down Don who seemed to be heading off rapidly in the wrong direction to North Dandalup. Lots of yelling later we had all got back together for the ride to Pinjarra. It was along Paterson Road that our intrepid ride leader Stan took the bullet for all of us and got the only puncture for the weekend. Noel had disappeared somewhere in town. So while Stan went looking for him the rest of us made important decisions like whether to have an éclair or vanilla slice at the bakery. Eventually Noel turned up at the bakery without Stan. But this is the CTAWA. One of our proudest boasts is that we never leave anyone on the course, not even the ride leader.

Some time later, Stan had come back and was fuelled and ready to lead us up the (easy) way to Dwellingup. The slope to Dwellingup is gentle but was reasonably busy with weekend tourist traffic. Importantly, the road is long enough to make sure that a peloton of latte sippers will string out enough to match arrivals at the Blue Wren Cafe to the rate of coffee making. By the time the tail end riders arrived at about half past two it was still cool enough to make it worthwhile to find the sunny spot on the cafe deck while scoffing lovely date and raspberry muffins. Entertainment was provided by a local who had forgotten to tie down his quad bike in his ute, resulting in the quad rolling out of the

tailgate and landing in the street in front of all the louts and loutesses in the Blue Wren Cafe. Tch, tch! Cars are soooo dangerous and shouldn't be allowed on the road.

At the hotel I had seen enough horrible sights in the single men's quarters (Rob, Kleber, Stan!) to be glad that Robyn and I had booked a motel unit. Pre-dinner drinks and spousal introductions took place in front of the flaming fire in the bar of the Dwellingup Community Hotel. Dinner was right on time at half past six in the beautifully decorated pub dining room. Christmas bon bons were popped and lame jokes read followed by the traditional turkey and ham dinner. The meal finished off with a suitably rich pudding and coffee.

The revellers were tucked up in bed by 10:30 except for a few party animals (Tony?) who took up residence with a bottle of sticky port, no doubt sorting out the finer details of the On Yer Bike ride in

October.

Most riders braved the Dwellingup morning (only a light frost in shady spots) for breakfast back at The Blue Wren. We lycra louts and loutesses parked our bicycles at the cafe rail and proceeded to ignore the leather clad louts and loutesses who had parked their motorbikes (wusses!) in the street.

The ride home was 50% longer than the ride up, but importantly it is mostly downhill, as far as the compulsory stop at the Pinjarra bakery for more coffees and tarts. New members Phil and Penny Duffy were doing a great job on their laden mountain bikes. We hope to be seeing a lot of them on rides to come.

By this stage we were comfortable enough with riding in groups to form the world's slowest pace line behind Ann, Don and Kleber on the way back to Mandurah.

All through the weekend car drivers had been very considerate and had given lots of room to a raggedy stream of slow cyclists spread out over a kilometre or more of often twisting roads. Thanks guys.

At Mandurah train station our club lycra hardly showed amongst the crowds of Docker fans taking the train to today's game.

Don rode home, of course.

(by Stuart Crombie)



The ABC & D of Bike Maintenance

Noel Eddington has compiled a summary of the information he presented on the ABC & D of Bike Maintenance at the Social Night on 9 July at the Loftus Community Centre. Noel also presented some very useful riding and seating tips.

Air – Maintain correct tyre pressure

The units of pressure are found on the sidewall of the tyre to get the required pressures. I recommend using a floor pump with a pressure gauge to ensure correct pressure. There are many arguments for correct tyre pressure. Saves you from pinch flats and tyre wear, but the strongest point is that it will improve your speed and endurance more than any other piece of equipment! The best \$75 I have spent on the bike. Always carry a spare tube, tyre levers and a pump or CO2 canisters. If you get a puncture, always ensure you find the cause of the puncture and remove it; e.g. glass, wire, etc.

Brakes

Shouldn't rub on the rim or disc. Check that they self centre. There are very small allen key micro adjusters on cantilever/V-brakes to recentre your brakes. The front of the brake pad should touch the rim first. This stops them squealing. Check that the pad does not touch the tyre. I once ruined a brand new mountain bike tyre because the brake wore through the side wall. Check your brakes whenever you have taken a wheel off; e.g. after putting the bike in the car. Realising you forgot to flip the lever closed as you approach an intersection is

not a good idea! Pull the brake levers before you set off to check if the brakes are working.

Chain

The chain has the most moving parts on your bicycle – 112 links. In winter, chains pick up dirt and the lubricant is washed out by water off the ground and from above. So as far as preventative maintenance goes the chain requires extra attention. If you can hear it squeaking, you are doing the chain and yourself no favors. The extra friction will noticeably slow you down and tire you out. Put some lubricant on it. We all have our favorite brand, and recently I have changed to a Lanolin spray; just don't over spray onto your rims! Remember to also clean the chain rings and cluster. I use turpentine as a solvent, but diesel or degreaser will do just as good a job. Just make sure the chain is completely dry if you use degreaser as it is water based. I run two chains on our bikes. The reason is the cluster will wear to the chain. Clusters are more expensive than chains. \$65 compared to \$25–30 for a chain. By using two chains the life of the cluster is almost doubled. Clean the chain with a tooth brush or a chain cleaner every 400–500 km. Ideally, swap the chain after 1000 km.

Drop

Yes, just drop your bike onto its wheels from 150 cm. Why you ask? If there is anything loose you will hear it rattle. Loose racks, bottle cages, mudguards or headset will be revealed with this simple two-second test. If you have done a long

trip with the bike on a rack or in the car, just make sure nothing has worked loose.

Bike fit & riding technique

I recently had a coaching session with an ex-national coach. Although a lot of coaches are geared towards racing, I found this really beneficial; even after having ridden a bike for 30+ years he taught me things. Do yourself a favor and see a cycling coach. The thing they should be looking at are seat height and forward/aft position of the saddle, and the reach to the handlebars and hand position on the bars. I have been holding the bars wrong all this time! Cleat position on your shoe: forward for sprinters, back for power and climbing. Once you are set up comfortably on the bike, you can start looking at pedalling technique. Sitting on a static trainer you can hear the sound the wheels are making as you pedal. Over an hour I could hear the sound even out and the power output increased. Things I was asked to concentrate on were cadence (85–90); the point I trigger the muscle at 2:30 on the down stroke. Then focus on pulling this through the bottom of the stroke by imagining you are scraping chewing gum or dog poo off your shoe! All this at 1.5 times a second for each leg.

If the bike is set up correctly and your technique is correct this will go a long way to preventing pain and injuries down the track. I know we are not racing, but knee, back, neck and shoulder problems can be reduced by correct riding technique and bike setup.

HAVE YOU RIDDEN A PERSONAL BEST?

We would love you to let us know if you have done a personal best in 2014, this is apart from participating in one of the Achievement Rides. If you can email your name and the distance in km, and any other details, that would be great!

HOUSEKEEPING

Please shoot us an update if your contact information changes (so we can keep our database up to speed).

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:

Julie Woodcock

Debra Carlyon

Maureen Gill

FOR SALE

2 x Mountain Design Gortex 'Tour de Force' Rain Jackets, one large, one small. Yellow, zip off hoods. \$95 each.

Contact: Lance

Phone: 0409 905 995

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 <i>plus</i> any one of: Century Challenge <i>or</i> 200 km <i>or</i> 300 km <i>or</i> 10,000 in 8 <i>or</i> 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 km and 10,000 in 8

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. That is, no double dipping is allowed.

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 (10,000 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; <i>or</i> Challenge Series previous year
300 km	Century Challenge <i>or</i> 200 km same year; <i>or</i> 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. 2 and 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

40th Anniversary Pannier Tour - 2014



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**

