

THE CHAIN LETTER

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

Autumn 2024

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PRESIDENT'S REPORT

That's all folks!

Sunday's AGM for 2024 saw members elect Ken as our new President. Thank you Ken for standing up for the job and for Secretary Jeremy and Treasurer Bruce for showing great skill in leading the assembled members to Ken's election.

Serving as President has been a great privilege but seven years is way too long for one set of ideas to be in such a position. Ken, Jeremy, Bruce, Patrick, John and Lois all bring new ideas and new energy to their roles and will be well supported by already serving (or having served already for some re-runs) committee members.

Congratulations to Randell for winning Cycle Tourist of the Year 2023 for his work on the Newsletter and in committee, and for maintaining our Facebook group while riding solo from Melbourne to Sydney. Also to Connie for being recognised for her excellent Multi-day Bridgetown Spoke Tour week on top of leading many social rides during the year. Well deserved both.

Over the last seven years the club has changed substantially. Most of our riders are seven years older now than then and a few are sadly no longer with us. The majority of riders wear long sleeves and Slip-Slap-Slop with heightened awareness of skin cancer risk. Many of us use electrolytes to help stay hydrated in what seem to be our ever hotter summers.

Club communications are now digital with the assumption that everyone has a computer or mobile phone. Ride maps are circulated electronically as gpx files and displayed on phones, Garmin's and home computers. Facebook and the club webpage are updated at short notice to inform members of club happenings and last minute ride changes. Our Facebook group lets members post their own photos, 'For sale' ads and comments to the world. Members have been very responsible in using Facebook except for a few Russian ladies who must have wandered in by mistake. Electric bikes are being used by some of our more senior riders with their careful and considerate riding gaining them acceptance from the traditional 'pushie' riders. But more remains to be done. WhatsApp is being talked about by more tech aware members to enable even quicker and more convenient communications. Paper flyers advertising club activities used to be left in bike shops as a main stay of club advertising in years past but experience in 2023 showed this to be ineffective compared to a bright banner and happy snaps in social media and in digital newsfeeds. On Your

Bike and other tours are becoming reliant on caravan park chalets for comfort and convenience while the hard core still tent it out. Charging points for phones, Garmin's and electric bikes are now virtually essential for overnight rides. Club banking is now paperless and instant with challenges for maintaining spending control and for taking payments for memberships and clothing (Connie as Clothing Co-ordinator sold a lot of stuff by electronic payments on her phone). A whole new raft of changes is coming but with gentle management of their introduction most of us will not even notice.

I take this opportunity to thank again everyone who helped me and who helped the club over the past seven years. I'll now just come along for the ride as the new committee leads the next years of change and engagement of the CTAWA. It will be exciting.

Ride well,
Stuart

P.S. Two riders down! Steve crashed on a night ride and busted his hip badly; won't be riding for months. And Perry is in hospital after being assaulted by some motorbike riders on the Kwinana cycle path at Hammond Park. Best wishes to you both.



UPCOMING EVENTS

[Tours and Events. Put these in your calendar.](#)

- **Albany to Perth - CTAWA 10 Year Milestone Tour** - Sat 20th April to Sun 5th May 2024. Next year the Cycle Touring Association of WA reaches a major milestone, the club being operational for fifty years. In keeping with past practice of celebrating every successive decade of our establishment a long distance cycle tour from Albany to Perth has been organised by Trevor.
- **On Your Bike 2024 'Sculptures to the Sea' Tour** - 21st September to 29th September 2024 Corrigin to Hopetoun. For details click here [2024 On Your Bike – Sculptures to the Sea Tour](#)[Cycle Touring Association of Western Australia \(Inc.\) \(ctawa.asn.au\)](#)

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DEADLINES: Contributions for the next issue (Autumn 2024) should be sent to the Editor (editor@ctawa.asn.au) no later than **25 May 2024**.

DISCLAIMER: Opinions or comments from contributors and members do not necessarily reflect those of the Club, its committee, the Editor, or its membership as a whole.

The Chain Letter

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

Contents

President's Report and upcoming Events	1
Club Information.	2
Out and about	3
Ride Guidelines and Information	4
North Sea and Baltic Sea Coasts ride review	5-6
50 years later, the beginning of CTAWA	7-8
AGM 2024 review	9-10
OYB'ers and their bikes	11
Christmas Lunch photos	12
Achievement Rides and Clothing	13
Membership Details	14

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: <https://www.transport.wa.gov.au/activetransport/online-hazard-report-form.asp> and/or enquiries@mainroads.wa.gov.au (send a copy to info@ctawa.asn.au).

Former Green Senator Scott Ludham 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.

NOTICES

1. **COVID.** The CTAWA abides by the latest WA government regulations. [COVID-19 coronavirus \(www.wa.gov.au\)](https://www.wa.gov.au) . If unwell please don't attend the club's events.
2. **CTAWA MEMBERSHIP.** Membership to the CTAWA is not valid until Membership Fees are paid in full.
3. **SCAM E-MAILS.** Be careful when viewing emails and then downloading attachments from purported CTAWA members. They may not be genuine.

OUT AND ABOUT

The CTAWA have day rides around Perth on Wednesday and Sunday mornings, fortnightly Thursday lunch rides in winter and night rides in Summer and extended tours. Here's some photos.



We surrender.



Heading off for a hills ride from Midland Train Station.



Clackline Bridge



Checking out the northern beaches.



A Jacaranda ride



End of the road at South Mole, Fremantle.

Ride Guidelines and Information

Ride Guidelines

All riders are responsible for showing up with a well-maintained bike. You must wear a helmet, and we recommend you bring a spare tube, puncture repair kit, tyre levers, pump and, if your bike is not fitted with quick release hubs, a spanner that fits your axle nuts. Most importantly, bring water!

Rides are described using the guidelines below. *If you are unsure of your suitability for a ride, or if you feel it may be too long for you, don't be put off.* Please contact the leader before the day to discuss your suitability, or to see if you

can do part of the route.

Terrain refers to the hilliness of the ride, and can be 'Mostly Flat', 'Rolling', 'Some Hills' or 'Hilly'.

Mountain bike rides (on tracks or unsealed roads) are described as 'MTB'.

Pace refers to the average speed on the flat without breaks. Downhills may be faster, uphill slower. For rides with 'Hilly' terrain, consider choosing a pace one grade below your usual comfort level.

Social	Under 15 km/hr
Leisurely	15 – 20 km/hr

Moderate	20 – 25 km/hr
Brisk	25 – 30 km/hr
Strenuous	30 – 35 km/hr
Super Strenuous	35 km/hr or more

For any other general information refer to: <http://ctawa.asn.au/ride/general-information>

LIABILITY DISCLAIMER:

The Cycle Touring Association of WA (CTA), its officers and ride leaders, may not be liable for loss or damage whilst taking part in any CTA activity. It is important to note, that 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.

Riders must wear an approved safety helmet and obey all road rules (eg not use a mobile phone while riding). If a rider leaves a ride, they must make sure that the ride leader is informed of this.

Do you have a redundant bike still in good condition, that you no longer ride or need?

GIVIT (givit.org.au) is an online charity where people can go to donate to people in need. Currently on the GIVIT website there are a number of charities asking for donated bikes for their vulnerable clients (adults and children's size bikes).

If you have a used bike in good condition, that you no longer need, they are asking if you would be willing to donate to GIVIT.

Donating your old bikes might help a child get to school and a job seeker get to an interview. For vulnerable WA people bikes are an essential means of transport and would be so appreciated.

If you need further information on how GIVIT works you can check out their website or contact: Sarah Visser, Engagement Officer – WA, Sarah.Visser@givit.org.au (0480 223 840)

Cycling the North Sea and Baltic Sea Coasts

July, August and September 2023

by Jeremy Knowles

Route:

Frankfurt-am-Main to Frankfurt-am-Main - via Gdansk 3,085km ,

Last year we cycled (and sometimes took the train) from Frankfurt am Main to Gdansk in Poland and return. Our plan was to cycle from Saarbruecken on the German/French border to Verdun on the Meuse River and follow the Meuse (Maas in the Netherlands and Germany) on the EuroVelo 19 route through the Ardennes to Belgium and Holland then head north to the North Sea Coast near the Ems River. After reaching the coast it was keep the sea on your left and head East to Gdansk before heading back To Frankfurt am Main via Frankfurt an der Oder and Berlin.

I won't bore you with too much detail but will tell of some highlights and experiences along the way.

Getting to Perth Airport

We took the train! We live close to the station and it was easy to drive our boxed bikes to the station, return the car home and walk back. The guard at Maylands Station helped us transfer the boxes into the train. At the Airport the Guard went off and found two free trolleys for us, helped put our boxes and luggage on the trolleys and helped us into and out of the lifts. So easy and hassle free!!

Selecting a Bike Box.

When you're just about to board the plane there is often an announcement along the lines "Would passenger XYZ please report to the boarding gate". Instead of XYZ, this time it was me. The bike box I had got from my local bike shop had previously housed an Electric Bike. Somewhere in the small print on the box was a list of contents including "1xBattery". It took some convincing that I had a second hand bike box and I didn't have an electric bike. If you ever travel with such a box make sure the contents panel is covered up or obliterated.

Uber or Taxi at Frankfurt Airport ?

We thought we'd get an Uber Max to take us to Silvia's Aunty's about 15kms from the Airport. Big Mistake! There was no official pick-up point for Ubers and it's a bit of a lottery as to the size and shape of the "Max" vehicle that will arrive. In the end we went to the Taxi Rank where we could see the taxis and whether the boxes would fit in. The drivers waiting scratched their chins, waved their hands and a taxi from the back of the queue appeared suitable for our bikes. To cap it off, it was cheaper than the price quoted on the Uber App.

Train to the German/French Border

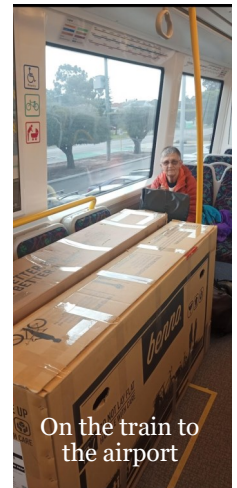
We decided to take the train from Frankfurt to Saarbruecken. Taking a train in Germany isn't that difficult (unless it's on a weekend in Summer and everyone else is trying to take their bike on the train) especially on Regional and Regional Express trains. You need a ticket for you and the bikes. Bigger stations have a ticket selling office and it's best to get a ticket from them, even if you have to wait in a queue, because the Vending Machines are sometimes not easy to navigate. There are usually at least two carriages that take bicycles and they are marked by super-sized bikes painted on the door, and smaller sign telling you how many bikes can go in the carriage. It's a bit different on IC and ICE trains where you have to book your bikes in advance. We took two different ICE's on our way back from Poland and managed to book our bikes for two days in advance. We were lucky because they're often booked well in advance.

The Mountain Peaks of the North Sea Coast.

Don't laugh! When you're starting from 6 metres BELOW sea level the nearest peak can be daunting. For example the mountain peak in Nijmegen was 25% higher because of where we had started that day. 34.5 metres was actually well over 40m and we still had 15km to go after that summit to get to our accommodation in Arnhem. The dykes along the coast were equally challenging if you had to change from one side to the other. Sometimes from the level of the polder (well below sea level) to the top of the dyke was nearly 25 metres and super steep.

Dangers and Obstructions

Apparently one of the most dangerous animal type beings you can encounter in the Netherlands is the Wildrooster. They are very rare and elusive and can cause catastrophic injuries to cyclists who are caught by one. Silvia thought she had a photo of one, but



when we looked for it in the background it had mysteriously disappeared. And no, I'm not the Wild Rooster.

More easily found than the Wildrooster are the sheep on the sides of the dykes. New Zealand sheep are well behaved, but these stand in the middle of the paths, don't get out of your way and poo like world champions. Trying to avoid them and their poo is impossible.

Cobble Stones seem to be ubiquitous in the centre of many villages and towns. Get near to the centre and the asphalt stops and the cobbles begin. Not evenly cut stones or concrete pavers nicely laid but proper stones of all shapes and sizes. Something to do with heritage. *Denkmalgeschuetztes Kopfsteinpflaster*.

Komoot v OSMand v Google Maps

We used a combination of all of these to plan our route when there was no actual bike route to follow. We would plan our destination, accommodation and intended route the day before travel. This gave us the freedom and flexibility to stay a bit longer at a particular place or follow up on the locals' recommendations of places to visit. Neither seemed to be better than the other and all three could lead you to an impassable farm track leading to no-where discernible. It was a case of combining the three of them and ignoring them when intuition, the terrain or road/path conditions told you that there must be a better way.

However on one cold rainy day all three had their revenge. They each independently took us to the head of some very long steep stairs leading down to the river and our hotel for the night. ****!!~^##* we said. And backtracked and took a circuitous route to arrive even wetter and colder. After checking in and drying out the receptionist asked if we were going into town. We said that we'll go up the stairs and walk around. "Why don't you go up in the lift" he said. "What lift???" we replied. "The one for cyclists just near the stairs- isn't that how you got here?"

On another day the Bike route and OSM and took us along back roads to a hand operated winch Ferry across a Canal. We first had to get it to our side. Half way across the strong wind caught it and blew it quite a way off course. Unfortunately we couldn't just abandon it in the middle of the waterway and it took about half an hour to get it docked. We didn't cross over on it as we had no confidence we would make it to the other side. Another circuitous loop to find a bridge to cross.

Bike Routes

Much of our tour was on marked cycle routes. Many we knew of before we set out and others we learned about on our way and could follow them if they were generally heading East on the way there and West on the way back. These are some of the ones we used.

Euro Velo 19 and the Voies Verte Trans Ardennes (Verdun to Nijmegen)

International Dollard Route (Groningen to Emden)

Euro Velo 10 and 13 (Kiel to Gdansk)

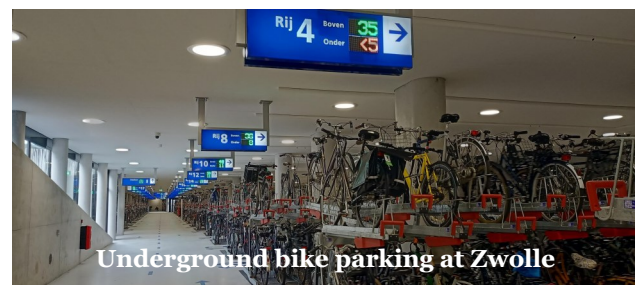
Oder – Neisse Cycle Route (Szczecin to Frankfurt an der Oder)

Spree River Cycle Way (Frankfurt /Oder to Berlin)

Berlin Wall Route (Around Berlin to Potsdam)

R1 European Cycle Route (Potsdam to Bernburg)

Salle River Cycleway (Bernburg to Halle)

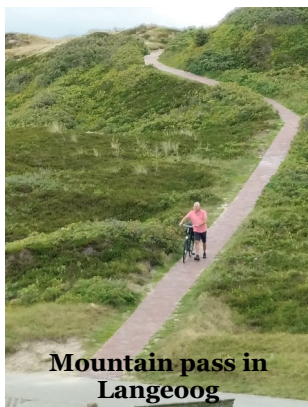


Underground bike parking at Zwolle

Generally speaking the predominant wind blows from West to East and it's Flat. Once in Gdansk we took a train back west to the German border.

Best Off-bike Adventure

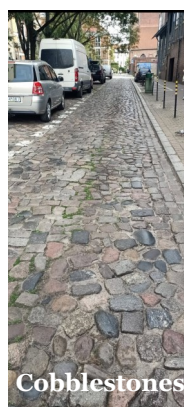
In Berlin we signed up to a "Trabi Safari". Trabants were the peoples' car of East Germany. It has a 594cc two-stroke engine with a Duroplast body. Two and a half hours driving through Berlin to all the sites. Going through Checkpoint Charlie and around the Brandenburg Gate. You had to keep the windows down because the fumes from the inefficiently burned two-stroke fuel filled the car and also so we could wave at the other tourists taking photos of the cars.



Mountain pass in Langeoog



A superior off-road experience



Cobblestones



Hand operated bicycle ferry



Beware the Wildrooster.

50 years later...

This year marks the 50th Anniversary of the Cycle Touring Association of Western Australia. Time certainly flies by and over the fifty years the CTAWA has evolved and changed to meet the challenging new times. Over this time there has been a group of older dedicated members who've maintained their connection with the club, one of these members is Wayne Lally who was instrumental in founding the club 50 years ago. Below is the speech he gave at the 2024 AGM.



Wayne Lally, Ron Boucher and Matthew King

Hello everybody, my name is Wayne.

I am a typical guy born in 1941, who was given a bike as a five or six year old to go to school, because that's what we did then! As I got older I rode to high school because that's what we did! When we had finished high school and started to earn some money we rode our bikes to our workplace. Some of us thought we were good at riding, so with heads down and bums up, we went racing, because that's what we did in Australia in the 50s and 60s.

I thought maybe these work bikes could be more than just a means to an end?

I had heard that in England and Europe there were recreational and social cycling clubs that catered for all ages, male and female, why shouldn't there be such a thing in W.A. some of my friends thought?

Towards the end of, 1974 I contacted all the W.A. cycling clubs and most cycle shops to help and got very little or no response. A contact friend in W.A. newspapers came to our help, suggesting a family photo and organising a preliminary meeting at the Melvern Star factory showrooms and inviting anyone interested to come along.



What a great half page advertisement we got for free.

About 40 people did attend and from them a small, working committee was given responsibility to carry on and organise a basic constitution and weekly group rides over the next few months to see how things worked out.



Before this time, I don't think there had ever been a photo in the daily news with such a diverse group of cyclists.

As you can see by the photos, hardly anyone is wearing a helmet. At that time, there was no such thing as a cycle lane on the edge of the road or even a dedicated cycle path anywhere in W.A.

The CTA were the first group to challenge the W.A. government to get safer riding conditions. Eventually \$100,000 being set aside for planning.

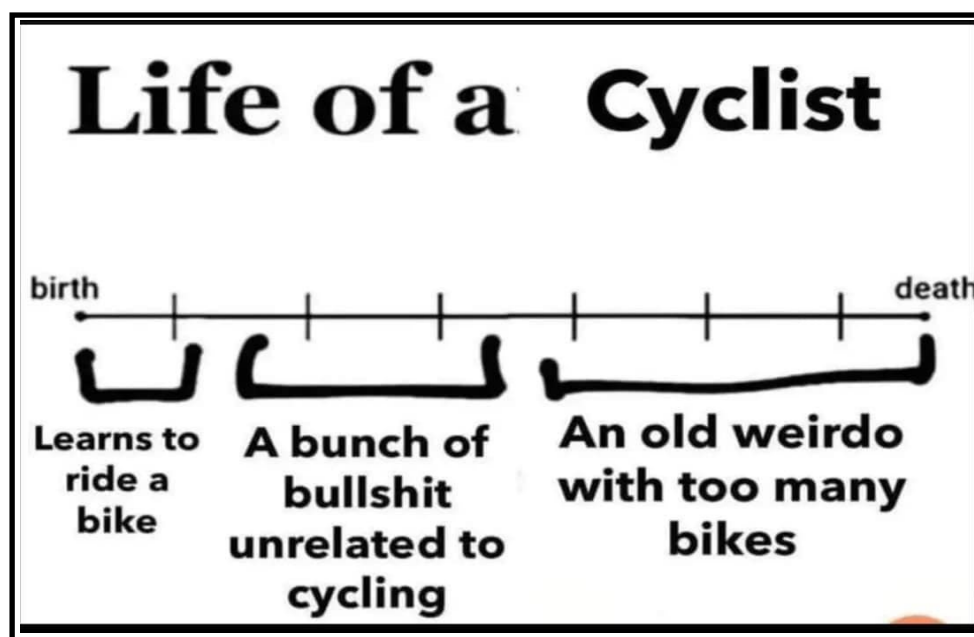
I am almost certain we were the first group to get a road closure for a Perth to City Beach family cycling event.

As we can all now see from such a little start and with so many dedicated people, over 50 years this group has organised and been responsible so many memorable and worthwhile achievements.

I wish the CTA of W.A. all the best for the next 50 years !!

Wayne Lally for and on behalf of all our founding members, some are here today.

25th February 2024



Annual General Meeting

Sunday, 25th February 2024



CTAWA members attending the AGM



2024 Committee members. Treasurer Bruce, President Ken and Secretary Jeremy

About 40 members attended the AGM to review the previous year, vote for a new committee, present awards and socialize with each other. After a record equalling 7 years as president (what a great effort) Stuart stood down and Ken stepped up to replace him in 2024. Also many thanks to Sarah and Allwen for their contributions on the 2023 committee. Thanks everyone for coming along and getting involved in the club activities.

2024 CTAWA Committee

President	Ken Graffin
Vice President:	Noel Eddington
Treasurer:	Bruce Shaddock
Secretary:	Jeremy Knowles
Rides Coordinator:	Patrick Clancy
Achievement Rides Coordinator:	John Farrelly
Social Coordinator:	Yew Li Cheng
Clothing Coordinator:	Connie Van den Ende
Editor in Chief:	Randell Holland
Webmaster	Simon Koek
Committee Member (OYB)	Roy Stone.



2023 CTAWA Committee. (Sarah, Connie and Noel Absent)

Awards

Cycle Tourist of the Year 2023	Randell Holland
Multi Day Ride Leaders 2023	Bridgetown Spoke Tour: Connie Van den Ende and Noel Eddington
Newsletter Article of the Year	Jeremy Knowles



Cycle Tourist of the Year 2023 and Ex-president Stuart

Achievement Rides

Super Achievers

Christine Liddiard ,Linda Tompkins, John Farrelly

Challenge Awards

Stuart Crombie, Bruce Robinson.

Achievers Awards

John McMahon, Jane McMahon, Bruce Shaddock, Steve Digwood, Taka Nakamizu.

Merit Awards

Liz Marshall, Randell Holland, Greg Atter.



The Super Achievers

Ride Co-ordination Under New Management

Ride Leaders Needed. Earn the respect, affection and undying loyalty of your peers in the CTA. It's easy – all you have to do is lead a ride and they will follow you to the ends of the earth. To make things even easier, you don't even have to come up with a route if you're time poor. Simply visit our convenient list of ready-to-go gpx files at ctawa.asn.au/ride/all-ride-routes and scroll down until you find the "Day Ride Library" files. There are twenty to choose from – flat or hilly, short or long – there's a ride for everybody.

Once you have chosen your route, email rides@ctawa.asn.au with your preferred date and start time.

CTA 50th Anniversary Jersey

To celebrate the 50th Anniversary of the Cycle Touring Association of W.A. (Inc.) in 2024, a special anniversary jersey has been arranged.



Front



Back

For details click [Clothing « Cycle Touring Association of Western Australia \(Inc.\) \(ctawa.asn.au\)](http://Clothing « Cycle Touring Association of Western Australia (Inc.) (ctawa.asn.au))

‘ON YOUR BIKERS’ AND THEIR BIKES



CTAWA Christmas Lunch

Sunday December 2023

The annual CTAWA Christmas Lunch was held at The Last Local with many members enjoying good food and having fun with their cycling buddies.



The CTA Achievement Ride Series 2024 Results

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 website for details and conditions)**

50K	100K	5000 in 4	160K	10000 in 8	200K	300K
4/02/2024						
Patrick Clancy brevet	Patrick Clancy brevet	Patrick Clancy brevet				
John Farrelly		John Farrelly				
Christine Liddiard		Christine Liddiard				
Kevin McMullen						
Linda Tompkins						
Liz Marshall		Liz Marshall				
Richard Marshall		Richard Marshall				
Connie						
Noel Eddington						
Sue Urbaniak						
Nick Choy		Nick Choy				
Jeremy Knowles		Jeremy Knowles				
Silvia Klemens		Silvia Klemenz				
Scott Penney		Scott Penney				
Bruce Robinson		Bruce Robinson				
Laurent Palmer						
Greg Atter						
		Jane McMahon				



Achievement Riders 2023

CTAWA CLOTHING AND CYCLING ACCESSORIES

CTA jerseys: \$55 Short Sleeve, \$60 Long Sleeve.

Short Sleeve sizes S, M, L, XL, 2XL and 3XL, \$55

Long Sleeve sizes S, M, L, XL and 3XL, \$60

CTA Socks Yellow/blue and Red/yellow socks Sizes 2-8, 7-11, 11-14 with CTA logo — \$10 a pair

CTA Sleeves. Yellow \$20

Safe-Zone Mirror The 57 mm diameter 'Safe-Zone' mirror gives improved vision of vehicles and other riders approaching from behind. Normally only available from on-line suppliers at between \$40 to \$55. CTA is able to offer these mirrors to members at **\$30** (you will need to contact the Clothing Coordinator to arrange a suitable time for pick up). 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



NOZKON, The most stylish and versatile nose sun protection device to date, the NozKon (pronounced "nose cone"). Simply attach the adjustable hook & loop strap onto your glasses or goggles and go! NozKon.com - [The newest technology in sun protection for the nose](http://NozKon.com). The CTAWA has bulk-purchased some tan Nozkons and are available for \$10-00 each.

Contact : Connie email clothing@ctawa.asn.au for any enquiries or orders.

1907 - TRAVELLING LIGHT



Neither adventurers or travellers, Arthur Warren and Robert Lennie were Coolgardie road racers who simply wanted to set a new Perth-to-Sydney record, a distance of 3,050 miles. Amid cheers from the large crowd of onlookers, they departed Coolgardie on February 18th 1907 for a three day ride to Perth.

The conventional overlander bike was a heavy-duty, high-riding roadster of British origin, designed to carry the rider and a load of clothes, blankets and supplies across rough tracks and rocky roads. Many would carry a gun for hunting food, doubling as defence from potentially hostile first nations people.

Racers at heart, Warren and Lennie took a different approach. They headed to the Davies-Franklin agency in Perth to collect low, lightweight, Ballarat made path racers straight off the showroom floor. Fitted with Australian-made Dunlop canvas tyres, their equipment was kept light and minimal, the biggest concession being canvas frame bags containing 1½ gallon water tanks.

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).

Membership Fees 2024

	Metro	Country
Renewal Adult membership	\$35	\$30
(If paid before 31 Jan 2022)	\$30	\$25
New Adult membership	\$30	\$25
Concession:		
Full-time Students/Pensioners	\$20	\$20
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 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.