

THE CHAIN LETTER

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

March/April 2012

Issue 223

PRESIDENT'S REPORT

Tours, tours and more tours. This is what members have been asking for and this is what we are providing. Over the next 2 months there are 3 extended tours being led and provided by members for members. For the long weekend in March, Noel and Connie will take you on a full pannier tour to Rockingham and Pinjarra from Perth. At the end of March Norm is leading this year's Sustainable Tour – Ride with a Difference based in Bunbury over 7 days. Simon is heading to Muresk for Easter with the option of taking the road or going off road on the Kep Track to get there. I encourage you to take advantage of the fantastic opportunities on offer and to support the members who have volunteered their time to organise and provide these tours for you. More details are included for each tour in the following pages.

Put Sunday April 15th in your diary. The CTA is providing a sausage sizzle free to all members at Burswood Park from 11.00am. A special general meeting will be held immediately preceding lunch. The

reason for this meeting is a potential change to the constitution. A motion is up for consideration to change the club's AGM from being held prior to the end of December each year to being held prior to the end of March each year. If this change occurs we will be able to move our financial year end in line with our membership year end. Currently we report our finances to the end of October, which means OYB income and costs are not always reported in the same year, especially when OYB occurs in November, and our membership year ends in December. Please come along and make your vote count, then join us for lunch next to the river. If interested you could also attend the Sunday morning ride around the river beforehand.

Feedback from the CTA questionnaire is in. See page 10 for a summary of the results, as promised. The resounding message from everyone who replied was that people joined and have continued to be members of the CTA for 2 reasons, to ride with like minded people on rides such as

OYB, weekend and extended tours, day rides and the friendships that being in the club provides.

It's time to start thinking about what other events you might like to attend during the year. Our first progressive dinner for some time is being held on Saturday night 17th March. Numbers are limited so don't waste any time in registering for what promises to be a great night of cycling, food and festivity. Xmas in July has been booked at the Yanchep Inn in the Yanchep National Park and early bird discounts are being offered to members who register and pay early.

I look forward to seeing you on your bike.

Regards

Teresa

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IMPORTANT DATES COMING UP

As Teresa has mentioned in her report, we have a number of important dates coming up in the next two month. Put them in your diary now!! More details on each item can be seen on pages 8—10.

Progressive Dinner : Saturday 17 March

2012 Ride with a Difference (Bunbury) :

Sunday 25—Saturday 31 March

Avon a Good Easter (Muresk) :

Friday 6—Sunday 8 April

Special General Meeting : Sunday 15 April

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REPORTING CYCLING HAZARDS

All riders are encouraged to report path and road hazards observed during their rides. Your action may well later save a fellow cyclist from a crash or a serious injury. Please e-mail a clear summary, with a subject "Hazard report" including details of the location and the problem (with a photo if you have a camera at the time) to: cycling@transport.wa.gov.au and/or enquiries@mainroads.wa.gov.au. If possible, please also send copies of any email to info@ctawa.asn.au

The "official" hazard report link is www.transport.wa.gov.au/cycling/2345.asp. Reports need to be sent to the appropriate authority. You will have to use the map provided to determine which of these authorities is responsible for the location at which the hazard is found. However, the Bikewest map is often inadequate for finding which authority controls major paths. As a rule of thumb, Main Roads is responsible for traffic

lights, major principal shared paths alongside freeways, major highways, the PTA for anything on railway property and the local shire (if you can determine which one) for everything else. Along a single bikepath there may be three or four different organisations responsible for sections of the same path. For instance on the path from Perth station to Subiaco station is variously controlled by the Perth City Council, Main Roads and the Subiaco City Council. If the problem is a caltrop puncture vine growing through the fence, the Public Transport Authority (PTA) is responsible.

Unfortunately, the web form does not give you a confirmation copy of what you sent, so you have no evidence that the hazard has been reported. Therefore, it is recommended to send emails as above rather than using the web links—or do both. You can also telephone Main Roads on 138 138.

COVER PHOTOS

Front cover

Just when you thought there would always be a photo on the front cover, we decided it was more important to highlight the important dates in March and April!!

Back Cover

Lake Wanaka in the South Island of New Zealand—a passing point on the Route 6 tour from Picton to Queenstown in Feb 2013—see page 6

HOUSEKEEPING

DEADLINES: Contributions for the next issue (May/June) should be sent to the Editor (email editor@ctawa.asn.au) no later **4 April 2012**.

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.

Please contact us if:

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

You wish to hire equipment. We have Rear Panniers, a small Rack Bag and a Trangia (camp stove). By hiring, you can sample cycling touring without investing

in lots of equipment. And if you do decide to invest, you'll have a better idea of what you want for yourself. Cost is \$5 per 2 weeks, \$10 per month, plus a bond.

You wish to contribute to, or borrow from, our library of cycling related books and magazines. Items may be borrowed for 4 weeks, and the library is available for

viewing during social evenings.

You have stories, pictures, or ideas for the newsletter. Photos should be at least 500KB to ensure adequate print quality. Email to editor@ctawa.asn.au

You have safety issues — email info@ctawa.asn.au

From St Moritz to Vienna to Prague by Bike

By Rowena Scott & Jude Comfort

Here is our reflection of a month traveling together with our two trusty bikes on our recent Eastern European travels. We hope you enjoy reading this.

We rode 1,500 km in our 4 weeks annual leave. We followed three distinct but linked cycle routes experiencing cycling in Switzerland, Austria, Germany and the Czech Republic with most of our time spent in Austria.

We flew into Zurich, Switzerland, with Emirates taking our bikes and all our gear as our 30 kg allowance. Despite the long flight, we unpacked and organised our bikes, fixed a flat tyre and wheeled them through customs easily. At the Zurich airport train station, we bought train tickets so we headed straight to St Moritz in the Swiss Alps about 4.5 hours away. Our train had a special bike part of a carriage with racks and seating – and like much of Europe handling bikes was just normal business on so many levels; unlike Australia where transporting a bike is often considered an extra hassle. The train travelled through magnificent country into the snow peaks of alpine country and misty damp weather. It was worth moving on from where we arrived by plane as it meant, after finding a great little hotel between the train station and the lake that we woke up in St Moritz which was the start of our cycling travels.

The Inn River Cycle Path

10 days; 620 km cycling: Maloja Pass to Passau Switzerland: St Moritz to Maloja Pass return 44 km to Tyrol of Austria: to Scoul (66 km), Landeck (66 km), Innsbruck (79 km), Wiesing (50 km), Kufstein (52 km) to Bavaria of Germany: to Wasserburg (88 km) to Upper Austria: to Neutotting (74 km), Scharding (91 km), Passau in Bavaria Germany

<http://www.radtouren.at/en/radwege/genussradtouren/inntalradweg.html>

The next morning, after changing Jude's back tube again (reminder only pack new and not patched tubes) we tested our cy-



Rowena at the Inn River

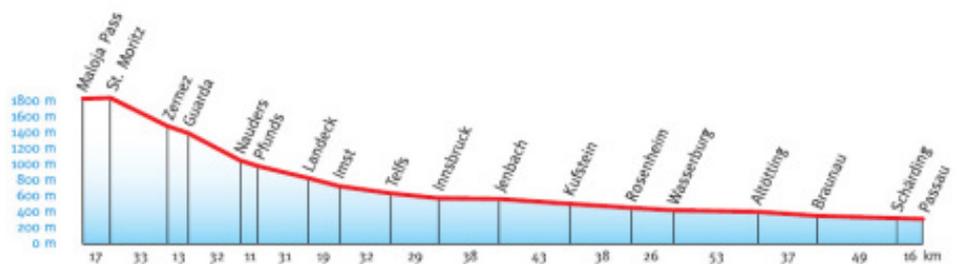
cling legs and bicycles by heading without panniers up to the source of the Inn River at Maloja Pass 20 km away. Beautiful mountain air and a fairly flat cycling track through forests, around lakes and through villages was a taste of what we were experiencing in the next week's cycling.

The next day it was full panniers on the bikes and a steep descent on gravel to start our week following the Inn River (and Rowena's first ever pannier cycle trip). The Inn River Cycle Path is a combination of dedicated cycle tracks, farm and forest roads; all paths and roads had very good surface; some through forest and nature parks. Despite the profile and an overall descent following the Inn River from its source to its final destination joining the Danube River, there were two main uphill to scenic towns which we could have avoided, but much was flat or

downhill. We were constantly rewarded with breathtaking views of snow covered peaks either side of us, valley views and delightful little villages.

The first day though was extra hard for two reasons - the first 30 km was through a national park (gravel track so glad of our mountain bike skills) then we walked up hill to Guarda - both bits other cyclists avoided by taking the roads. Also it was wet weather so our bikes looked like we had been mountain biking for a week rather than a morning. Out of Switzerland on a road with some traffic through several road tunnels and into Tyrol, Austria, we camped at Scoul – croissants and coffee for breakfast and we found our first food supplies easily.

On day 2, just when we thought we were finding the signs easily, we were chased by



Downhill makes things easier!!

siren wielding police as cyclists were not allowed on the highway. Actually they did us a favour as we were directed to the much better, smaller, scenic roads when we had missed the signs! On to Landeck, an Information centre with an excellent free Inn Cycle path map, an excellent, tiny campground right on the cycle path and river and hours to wander and find some live music in the streets.

As we headed downstream on the path right on the river away from traffic, the Inn River became wider and less wild but was always a beautiful clear aqua colour. We camped quite a bit on this leg although we also stayed in delightful hotels and guesthouses and hotels, especially when the weather was wet. The bikes needed a thorough washing several times on this leg as by the end of the day they were caked in mud and road muck. There were other cycle tourists on the track although most did not have four full panniers and were either day riders or non-campers. We settled into days of cycling through villages, farms, negotiating cows and electric fences, following maps, losing and finding signs, chatting with other cyclists and stopping to make our lunches where tables and seats were appropriately located.

Innsbruck was the major city stop. We camped at Kranebitten - out of the city

with beautiful views, quietness and the cycle path right into the centre of the city so we spent the next morning playing tourists marvelling at the size and grandeur of the Hapsburg palace.

Kufstein and Wasserburg in Bavaria Germany are worth special mention. Cycling alongside the river and right into these walled ancient cities was amazing for two Australians who were not accustomed to such old buildings and forts to protect them. "Cyclist hotels" spread tables and chairs onto the path beside the river with the best views. We walked around the fort in Kufstein then to avoid a major music festival, we rode out of town to find quiet camping.

Despite good planning and following elusive camp site symbols on maps, our planned 'short days' often seemed to have an extra 10 or 15 km added at the end of the day, getting to our accommodation. Good food was easy to come by, especially the most sweet, tasty cherries, strawberries and apricots at roadside stalls. We had some lovely meals like finding excellent Italian in Neutotting then the beer garden in a pub in Scharding for schnitzel and fried dumplings with the locals. The track was scenic every day both in the natural environment, the farming areas and the castles, churches and villages along the way.

The Danube River Cycle Path

5 days, 340 km cycling: Passau to Vienna) entirely flat on excellent asphalt paths; we camped the whole way; Passau to Schlogen (62 km), to Mauthausen (88 km), to Melk (77 km) to Tulln (88 km), to Vienna (44 km)

<http://www.radtouren.at/en/radwege/genussradtouren/donausradweg.html>

The Inn River ends when it joins the Danube at Passau in Germany. This is one of the best known cycling routes in the world. It is well marked following the river closely. Cyclists abound including families and most were paying for unguided commercial tours. (At Schlogen campground, there were 5 adults on bikes with their 6 children under the age of 3!). Later in the season, the cycle path may be quite busy with less accommodation available. There were also lots of cruise boats or floating hotels on the Danube. The cycling was far easier than the Inn River, pretty flat and lots of little villages along the way. We had to cross the river quite a few times either by bridge or small ferries. We had our hottest day's cycling when the temperature reached 39°C followed by a wild thunderstorm starting just as dinner was cooked!

Again the countryside was stunning with a big big river to follow. Melk and its Benedictine monastery was a standout tourist site but there were many highlights along the way. Another highlight was the most beautiful fruit and orchards. Again there was a definite feeling that cycling was a very ordinary activity compared to back in Australia.

We arrived to the outskirts of Vienna but it took us quite a bit more cycling to find the camp ground and also to find that there was a giant music festival in town (so no hotels would have had a vacant room). It was easy to catch a train into the middle of the city and explore Vienna. Superb architecture, narrow streets, concerts, cafes and good food. We went to a fantastic classical concert in the Konzert Haus with all its gold, marble and murals – a fundraiser for Japan post tsunami which included the Vienna Philharmonic Orchestra and the Vienna Boys' Choir



From the cycle path near Kufstein

amongst others. It was good to have a day off the bike and do a load of washing.

The Greenways Cycle Path

7 days, 540 km cycling Vienna to Prague

<http://www.pragueviennagreenways.org/>

Vienna to Mistlebach (77 km), to Hevlin/Laa (88 km), to Vranov (74 km), to Nova Bystrice (73 km), to Tabor (81 km), to Neveklov (71 km), to Prague (72 km)

Leaving Vienna we had our last look at the Danube before we headed north through more of Austria to the Czech border. This was a bit of a frustrating and long day as we missed some signs and had to back track a few times before we were on track. We had one final night in Austria before crossing the border into the Czech Republic. The remnants of the border crossing with wire fences, sentry stations and bunkers were evident and suddenly the road conditions deteriorated dramatically (but did get much better the next day and thereafter). However the countryside was still lovely and rural. Accommodation and food in the Czech Republic were much cheaper than the earlier part of the trip but having only English was far more of a language challenge. We now travelled on the Greenways to Prague. This is an extraordinary network of trails, tracks, small farm roads and larger roads that have been mapped across the whole country.

We had one of our hardest cycling days when the track took us through a national park area and onto almost single track gravel road with much of the afternoon spent pushing fully loaded bikes. We bailed onto the main road for the final downhill run into Vranov but this was a bit scary with a 5km descent which included hairpin bends and roadworks. The brakes had a real work out. We had a rest day here to recoup before the final four days cycling into Prague keeping an eagle eye out for the Greenway signs. We had more good food delights including deep fried cauliflower and more delicious potatoes. One very wet morning's cycle was rewarded by a pub lunch of steaming onion soup followed by potatoes and apple strudel.

We lost the signs into Prague about 30 km

out but a woman on a bike with a flapping plastic poncho just said 'follow, I will show' and off we headed into another forest but popped out amongst the dormitory outer suburbs and then followed the signs all the way to the Vltava River and then on to the old part of Prague. Prague lived up to its name as a beautiful city and we spent 3 days enjoying our huge room at the Tchaikovsky Hotel (he did stay there once), the sunshine, two more classical concerts in amazing buildings, wandering the cobblestone streets, castles, churches and trying to avoid the large crowds of tourists (a bit of a shock as we had spent a lot of time on country roads and small villages). All too soon it was our last day and time to head to the airport.

Conclusions

We flew Emirates and found them to be very good and extremely bike friendly especially at the Prague end where we paid a few dollars to have our bikes in bubble wrap then plastic wrapped. Having 30kg luggage allowance meant only one pannier as hand luggage. We averaged 68 km on our 22 cycling days. Our longest day was 89 km. Our shortest day was 45 km to and from Maloja. We covered 1,500km with no flat tyres on the trip. The bikes behaved really well Rowena rode a

brand new Vivente Randonneur (thanks to Aldo & Sats at Quantum Bikes, North Perth) and Jude used her trusty Avanti fortunately with some lower gears newly fitted). We carried approximately 13 kg of gear in front and back panniers. Our gear, especially our Netti rain jackets, which got a good work out, performed well.

In total we camped for 12 nights making it worthwhile taking the camping gear and Trangia. We started the journey with 2 nights in a hotel in St Moritz then 9 nights in hotels or guest houses along the way and 4 nights in a hotel in Prague to finish our holiday. We left on Friday night after work on the 10 pm flight to Dubai 10th June and returned Saturday night 9th July to start work on Monday.

Total cost: airfare about \$2000 and all other expenses \$1700 each including accommodation, food, entrance fees to palaces and monasteries, and 3 concerts in Vienna and Prague.

We probably consumed 3kg of cherries, 2 kg of strawberries and 4kg of apricots. I am not sure how many potatoes, goulash, pastries, coffee, ice cream, cheese, bread, wine and beer we consumed but neither of us gained any weight and now we miss the European bread.



Always a seat on the cycle path

CYCLING ROUTE 6—AN OPPORTUNITY IN NEW ZEALAND



Picton—Where the Journey Begins



Fox Glacier

Cycling Route 6 has become an enormously popular thing to do with both NZ and overseas visitors. The scenery is stunning; the roads are good, and the weather on the whole pleasant. Add to this comfy beds, great local cuisine, some really good boutique breweries, and lip smackin' local wines.....a party on wheels..... Terry and Paul are planning a tour.

The Plan for a 2013 Route 6 Tour

Arrive Wellington Tuesday 12th Feb., Cook Strait Ferry 13th. Overnight and pick up people mover and trailer at Picton. And then as follows.....

Accommodation of varying types is available at overnight destinations

The support mini bus and enclosed trailer will carry basic repair tools, your gear and

chilled drinks etc..

Riders are encourage to pick up a cheap folding chair at Wellington to sit on each day at strategic rest points and for post ride socialising

A BBQ will travel with us

The plan is to spend a week at Queenstown following the ride for sightseeing and local day rides however you can depart the day after the rides finishes. Riders to arrange their own accommodation if staying on...the choices too vast to provide a break-down.

Regular flights depart Queenstown for Aussie. The Sunday flight leaves Queenstown at 12.20 and you arrive at Melbourne or Sydney 2.40mins later. A connecting flight will get you to WA by 22.00.

There is a lot of competition amongst the airlines on Aussie NZ routes at the moment and it's possible to get your return flights for under a grand all up.

Bike cartage is around \$20

per flight. Riders are advised to either use a purpose designed bike box or access a bike carton from your local bike shop and package securely.

Google is your biggest friend in finding accommodation and checking on restaurants etc. or I can email a full list with contact details. If all you require over the ten nights is a single room and made up bed then with the current exchange rate that can be done for under \$AU600.

The last day of the ride gives riders the option of going the long way round via Cromwell and the Kawarau Gorge [117km] or via the Crown Range Road which is the highest sealed road in NZ [66km]....many, many, overseas riders are drawn to the challenge and it's well worth it for the stunning vistas from the top.....that's the way I'll be going....and I'll get to the Arrowtown pies earlier.

Enquiries: Terry 9022 7710, 0415 144 388 or thandkh@bigpond.net.au; or Paul 9022 9680, 0422 072 267 or



The Hasst Pass

Lift out Rides Calendar page for March/April 2012

Ride Guidelines

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

Rides are described using the guidelines below. *If you are unsure of your*

suitability for a ride, or if you feel it may be too long for you, don't be put off. Please contact the leader before the day to discuss your suitability, or to see if you can do part of the route.

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

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

Pace refers to the average speed on the

flat without breaks. Downhills may be faster, uphill slower. For rides with "Hilly" terrain, consider choosing a pace one level below your usual comfort level.

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

Contact: info@ctawa.asn.au

LIABILITY DISCLAIMER: While every effort is made by CTA ride leaders to ensure the safety of all participants on our rides, individual cyclists (whether they are members or not) are **not** covered by the club for injuries if an accident occurs. We recommend that you obtain personal accident insurance before taking part.

March Long Weekend

Saturday, March 3, 2012 -

Monday, March 5, 2012

80km, 60km & 80km on successive days, mostly flat and leisurely, 8:30am for a 9:00am start on Saturday. Meet at the Raffles Hotel in Applecross, before heading down the Freeway Path to Rockingham. The first night will be at the the Rockingham Caravan Park. Sunday we will be in Pinjarra before heading home via Armadale. This is intended to be a pannier tour but if you drive to Rockingham you could ride out to meet us and do a similar thing on Sunday. Weather permitting we could go over to Penguin Island and see the Penguins. Bookings before 20 February would be appreciated (but latecomers should be able to join).

Leaders: Noel and Connie 9378 3687 (H) or 0419 964 808 (M)

Southward Bound

Sunday, March 11, 2012

60km, brisk, flat, 8.00am for an 8.15am start. Meet at Freo Train Station. Head on down the coast – plenty of places to regroup and hopefully a tail wind for the return to Freo and coffee.

Leader: Colin 0433 512 833

An Irish Progressive Dinner

Saturday March 17, 2012

36km, moderate, mostly flat, 5:15pm for a 5:30pm start. Meet at Bull Creek Station

for an evening of fun, laughter, good food and a little bit of cycling in between. Get into the spirit of St Patrick's Day and come dressed as a Leprechaun, a shamrock or just in green. Bike lights and reflective gear is essential.

We will start by riding to West Perth for entrées, then across to East Victoria Park for the main course before finally coming to rest at Booragoon for an optional cool off swim and mandatory desserts! The evening will end with a brief ride back to Bull Creek Station.

All food and soft drinks will be provided. So bring yourself, your appetite, (Irish) alcohol if you wish and bathers (if you want to cool off). The cost is \$30 per head and places are limited to 30 people. RSVP Lucia Britto – bike_the_planet@hotmail.com or 0417 189 385. Please advise any dietary requirements.

Bookings and payment required by 9 March into the CTA Bank Account (BSB 306 073, Acc. 4190658 and put your name and "PDIN" in the details).

Ride Leader Tony Bennett 0411 145 381

Freeway Bike Hike

Sunday, March 18, 2012

www.freewaybikehike.com.au

There is no alternative CTA ride on this day.

Ride with a Difference 2012

Sunday March 25, 2012 -

Saturday March 31, 2012

The 2012 Sustainable Tour is based out of Bunbury. See page 9 for more details.

5000 in 4 Achievement Ride

Sunday, March 25, 2012

55km, moderate, hilly 8.00am for an 8.30am sharp start. Meet in the car park on the left cnr of Gillwell Ave and Page Rd across Albany Highway from Kelmscott Train Station for registration and map/ride description. The course promises 5000 feet of uphill and down dales around the Armadale and Roleystone area. The time limit is 4 hours.

Contact: Hilary 0405 427 246
hilary_beck@inet.net.au

Is there an April Fool There?

Sunday April 1, 2012

45km, moderate, mostly flattish, 8.15am for an 8.30am start. Meet at Greenwood Railway Station. Foolies' & other smart CTA people's northern suburbs meander. Coffee at about half way or somewhere during the tour.

Leader Doug 92499921

Easter at Muresk

Friday, April 6, 2012

Sunday April 8, 2012

Based in Muresk for the weekend. See page 9 for more details.

Continued from page 7

**Bridges and Tunnels
Sunday April 15, 2012**

50 km, moderate, mostly flat, 8:00am for an 8:15 am start. Meet at Charles Paterson Park, Burswood. See how many bridges and tunnels we can find on the Perth Bicycle Network.

Contact Noel 0419 964 808

**Special General Meeting
Sunday, April 15, 2012**

Meet at 11am at the end of the Sunday Ride—see above for ride and notice on p10 for SGM. There will be a free sausage sizzle to follow the SGM.

Contact: Teresa 9316 3053

**100km Achievement Ride
Sunday, April 22, 2012**

100 km, moderate, first half hilly, 8:00am

for an 8:30 am sharp start. Meet at Armadale Train Station for registration and map/ride description. A pretty but demanding ride up Bedforddale Hill, past Gleneagle then onto Jarrahdale and Serpentine Dam and back to Armadale. Time limit is 6 hours 40 minutes. This works out to be a leisurely pace average.

Contact: Hilary 0405427 246
hilary_beck@inet.net.au

**Maylands River Meander
Sunday, April 29, 2012**

34km, leisurely, flat, 8:00am for an 8:15 am start. Meet at Tranby House, Maylands. Join Wendy for a relaxing ride around the river. There will be some unsealed limestone paths before we finish for coffee at Pico's on Peninsular Road.

Leader: Wendy 0413 561413
Wendyd1414@gmail.com

In the Foothills

Sunday May 6, 2012

45 km , moderate, some hills, 8:00am for an 8:15 start. Meet at Claughton Reserve, Bayswater. This ride won't be strenuous, but there will be some hills to get the heart pumping and make you feel you deserve the coffee stop at the end!

Contact Connie: 0407640012

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

90 km, moderate, hilly, 8:15am for an 8:30am start. Meet at Midland Railway Station. We will be riding to Mundaring through John Forrest National Park, then across to Pickering Brook, back to Kalamunda and down the zig zag back to Midland with a couple of refreshment/coffee breaks on the way. The ride is all on sealed roads.

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

Rounding the Capes : October 27—November 4, 2012

By Terry Bailey, OYB Tour Leader

In 2012 the 24th OYB tour will be "Rounding the Capes" from Cape-L to Cape Leeuwin to Cape Naturaliste and back to Cape-L.

The tour will start and finish in Capel with a transport option from/to Armadale.

From Capel we will ride along an inland route to Busselton, Margaret River and

then Augusta, where we will enjoy a rest day with an optional cruise up the Blackwood River and a visit to the Cape Leeuwin lighthouse. We then head up the coast taking in all the coastal towns of Hamelin Bay, Prevelly, Gracetown and Yallingup through the heart of WA's premier winery region on our way to the Cape Naturaliste Lighthouse.

Riding distances will be quite short to en-

able you to visit as many of the area's attractions as possible, including lighthouses, beaches, caves, the Boranup Forest and of course the wineries. After our final concert night in Dunsborough we return to Capel.

Brochures are expected to be out in April and places are limited to 130 people.

CTA Main Events Calendar 2012

Achievement Rides

Sun 22 Apr – 100km AR

Sat 12 May – 160km AR

Sun 25 May—5, 000 in 4 AR

Sat 9 June – 10, 000 in 8 AR

Sat 30 Jun – 100km AR Take 2

Sun 1 Jul – 200km in 2 Days AR – Day 2

Sat 21 Jul – 160km AR Take 2

Sat 11 Aug – 200km AR

Sun 19 Aug – 50km AR Take 2

Sat 1 Sep – 300km AR

Sun 7 Oct – 5, 000 in 4 AR Take 2

Sat 20 Oct – 10, 000 in 8 AR Take 2

Tours

(See more details above and p 9)

Sat 3—Mon 5 Mar—March Long Weekend

Sun 25—Sat 31 Mar — Sustainable Tour, Bunbury

Fri 6—Mon 9 Apr — Easter, Muresk

Sat 14—Sun 15 July—Xmas in July at Yanchep

Sat 27 Oct—Sun 4 Nov — On Your Bike

2012 : Rounding the Capes

Social Events

Sat 17 Mar – Progressive Dinner

Wed 9 May – Social night, Leederville

Sat 14 Jul—Sun 15 Jul – Xmas in July, Dinner & Weekend Ride, Yanchep

Wed 12 Sep – Social Night, Leederville

Wed 14 Nov – Social Night, Leederville

Special General Meeting

Sun Apr 15—after the morning ride—see the notice of meeting on page 10

Ride with a Difference 2012 : Sun 25—Sat 31 March 2012

Leader: Norm Howard

This is an 7 day 'sustainable' cycle tour which will use the Koombana Bay Caravan Park (<http://koombana-bay-holiday-resort.wa.big4.com.au/>) in Bunbury as a base for day rides in and around Bunbury. Koombana Bay CP offers a variety of accommodation options eg unpowered tent sites, ensuite powered caravan/campervan sites, cabins and chalets. The ride will be led by Norm Howard who is a Bunbury resident and, along with his wife, a keen cyclist.

Koombana Bay CP is well appointed with a camp kitchen, BBQ's and a swimming pool. It is also well located, being within walking distance of the city centre and adjacent to water. Participants will need to contact the caravan park directly to book and pay for their preferred accommodation option, (<http://koombana-bay-holiday-resort.wa.big4.com.au/> or 1800 003 367.

In addition to the accommodation cost there is a \$120 registration fee which will provide you with a continental breakfast and a morning tea each day, as well as at least one BBQ dinner. Re transport to Bunbury, you could choose The Australind (train), driving or, for those who would like a bit more exercise, cycling!

On the first day Norm will use his local knowledge to take you on 'Howie's Tour' around Bunbury. Other than this day the daily rides will commence at 8:00am and radiate north, south and east of Bunbury. They will encompass different terrains and distances (45 – 70km return) and, where ever possible, will be on quiet, bitumen back roads. There will be wineries and sites to see along the way. Some of the places that may be visited include Peppermint Beach, Donnybrook and Gnomesville, just to name a few! There is no scheduled rest day as the rides have been structured to ensure there is a good balance between ride distance and diffi-

culty. Of course, if you feel you need a rest, you can always have one!

This tour provides a great opportunity to get a feel for cycle touring without having to carry your gear! It follows on from the excellent tour held in 2010, located in Busselton, which was also based on the concept of having the same 'home base' each night.

So, come and join us for 7 days of cycling and enjoy what Bunbury and its surrounds have to offer, all from the comfort of your bike!

Further details are available from Norm at s.howard@westnet.com.au or on 9271 2517. Registration forms can be obtained from Norm or downloaded from the CTA website. Registrations, accompanied by payment, are requested ASAP, or by no later than March 18 (and remember to book your accommodation). Numbers are limited.

Avon a Good Easter : Fri 6— Sun 8 April 2012

The Avon Valley is a beautiful area nestled just east of the scarp from Perth. Surveyed in 1830, just one year after the settlement of Perth, Ensign Robert Dale was spying its lush vistas. His report was so favourable that in less than a month of his return, settlers had struck out from Guildford to the verdant pastureland.

Our residence for the sojourn is Muresk, Curtin University's agricultural college, about 15km south of Northam and 90km east of Perth. Set in the picturesque Avon Valley, there's easy cycling on quiet roads to Northam and York, as well as more challenging rides to places like Toodyay or The Lakes. Being so close to Perth, it is planned to ride there on Good Friday, then ride back on Easter Sunday, taking quiet back roads to avoid the traffic. This allows Easter Monday to rest at home before the start of the (short) working week.

The ride meets on Good Friday at Mid-

land Station (meeting the 8:30am train from Perth) to leave at 9:10am. The route wanders the scarp, off the main highway, and through the back-roads of Darlington. After a morning tea break at Mundaring, we ride quiet roads to enjoy lunch at the famous Bakers Hill Bakery, before the final scenic stretch to Muresk. The return route on Sunday is the same (although some people may prefer descending Greenmount Hill along Great Eastern Hwy).

Many rides are available on Saturday. The ride to Northam is 30km (round trip) and York is 64km (round trip), both non-hilly rides in the river valley. There's also a more challenging (leaving the valley) circuit that includes Clackline, Toodyay and Northam of 86km. Or you could just take it easy at Muresk, and make use of the squash court, tennis courts and pool (weather permitting).

The accommodation mostly consists of

cosy cottages with a double and 3 twins. However, it may be possible to book a residential house of double and single rooms. Each cottage or house has a kitchen, and a towel and linen are included.

For meals, we will make use of the excellent in-house facilities. We will have an evening meal each day. The menu includes a carvery dinner (with choice meats, roast potatoes and seasonal vegetables as well as pasta) and a buffet dinner with soup and 2 hot dishes. Both come with salads and home-baked bread. To keep costs down, you will need to bring your own breakfasts. Details will be provided as to where to find lunches on the day rides.

Prices have not yet been completely finalised, but the cost for accommodation and 2 evening meals will be around \$200. Please contact Simon for more details.

Organiser: Simon 08 9271 2959 (H) or spkoek@yahoo.com (Email)

CTA QUESTIONNAIRE RESULTS

Thank you to those who completed the questionnaire and also to those who have volunteered to assist with leading rides and/or supporting the achievement rides. Without your assistance the club wouldn't be able to provide the cycling opportunities it does.

The following is a summary of the most common responses received for each question, with the most common answers listed first.

1. Purpose of the CTA?

- To provide social, non competitive group rides for like minded people.
- To encourage people to cycle.
- To provide weekend and longer cycle tours.

2. Why did you join the CTA?

- Attended OYB.
- To meet like minded people to cycle with.
- To go cycle touring.
- Variety of rides offered by the club.

3. Why are you still a member of the CTA?

- Friendships made since joining the club and being able to cycle with like minded people.
- Cycle touring opportunities, including OYB.
- Variety of rides provided by the club.

4. What would you like to see more of?

- More weekend rides with overnight stays.
- More extended cycle tours.
- Earlier starts for rides in summer to avoid

the heat.

- Happy with current mix of rides provided.
- More leisurely and social rides.

5. What would you like to see less of?

- Minimal feedback provided.

6. Able to lead rides or support achievement rides?

- Offers to assist received with thanks.
- The feedback above is important to us, the committee, as this way we can ensure we are focusing on the types of rides and opportunities you are interested in. Any suggestions or offers to assist are always welcome.

Regards, Teresa

SPECIAL GENERAL MEETING—17 APRIL 2012

Notice is given of a CTA Special General Meeting on Sunday 15 April 2012 at Charles Paterson Park, Burswood, at 11am. Look for CTA banners near the BBQs between 'Movies at Burswood' and the children's playground.

The SGM will follow the end of the Bridges and Tunnels ride. There is a free sausage sizzle to follow the SGM. If you can not join the ride, you are still encouraged to attend the AGM and are most welcome to stay for the sausage sizzle.

Business: To consider the following motions:

THAT Clauses 9.2.1 and 9.2.2 of the constitution of the CTA are deleted and replaced by the following:

9.2.1 The Annual General Meeting shall be held prior to the 31st of March of each year at such time and place as the Committee may decide; the Secretary shall give at least fourteen (14) days notice to all members of the time and place of the meeting.

9.2.2 In the event of the Annual General Meeting not being held by April 15th in any year, any five (5) members of the Association shall have the power to call and

convene an Annual General Meeting.

THAT the next Annual General Meeting of the CTA is held in March 2013.

Both motions to be moved by Teresa Liddiard and seconded by Terry Bailey.

The present constitution requires the AGM to be held in December and for any five members to act if not held by 15 December. The CTA financial year is not defined in the constitution, but the date of the AGM in the constitution and the Act taken together mean the financial year needs to end about 31 October each year.

The changes, if approved, will align membership year and the financial reporting year. It will also give time for the OYB accounts to be more complete by the end of the financial year. At present, the OYB accounts end up spread across two financial years and proper accounting of each tour is more difficult. The situation is even more difficult if OYB is in early November as sometimes happens.

A new committee in March is seen as less disruptive than the present change of committee just before the Christmas holidays.

Social—Lucia Britto

A progressive dinner in March, Easter Weekend in Muresk, Special General Meeting sausage sizzle in April and a Yanchep Christmas in July are just some of the events that are coming up.

My thanks to all those who take the trouble to RSVP for social events; it helps me to finalise bookings, catering, etc. Please note our progressive dinner numbers are limited to 30 so if you do want to join us it will be essential to RSVP, with payment required 2 weeks prior for catering purposes. We are also offering early bird discounts for our Christmas in July @ Yanchep.

A social page link has been created on our website. You will find Social Rides & Events link in the Rides Menu so please do browse there for more detailed information on all events planned.

FOR SALE

SKINS: size XS mens. worn once. cost \$170, sell \$70.

PACSAFE : secure backpack / bag protector / exomesh. new. sell \$70.

Deuter daypack - Futura 24 - as new condition. Sell: \$50

Contact Gabrielle 9438 1859 / 0449 154 010

Reflections on a damaged city: 24 hours in Christchurch

By Stephen White

Last November I flew to New Zealand with a half-baked plan to link a few up-coming events there with a cycle tour. The first event was a geology symposium in Dunedin in late November. The obvious place to arrive, therefore, was Christchurch, and the first leg of the tour would be five days riding south.

Christchurch had already had a big earthquake in September 2010 and many aftershocks. Another big one had not been expected in 2011. The earthquake that struck Japan in February 2011 was larger (with other serious consequences), and another earthquake in Turkey later in the year killed more people, but it's the continuity, duration and number of earthquakes that have shaken New Zealand to its core.

I'm not from Christchurch and have no family or friends there, but I did want to spend a few tourist dollars in a town badly in need of income, and get a first-hand feeling of the mood of the place. Arriving on the morning of 17 November, I unpacked the bike box, reassembled the bike, and myself as well as I could, and cycled into the city.

Christchurch city centre is like a wound on the urban landscape. It is like a belly that has been cruelly slashed open, revealing the innards, flanked by the ragged tear of an ugly cut. Whether it is a festering wound or one healing was difficult to say. Demolition crews with cranes were dotted through the 'red zone', swinging iron balls, continuing the destruction begun by continual earthquakes. Are they like a fungus, these crews, rotting the decomposing flesh of a once-living centre? Or more like ants, carefully picking the bones clean, so that the regeneration can begin?

Empty streets that had formerly been the bustling hub of an upbeat city looked forlorn. Temporary fencing, red and white tape, stacked shipping containers, and wooden or steel barricades sliced across major thoroughfares. Even those parts of the blocked-off streets outside the red zone were eerily quiet. Why would you use them if they lead nowhere? Or only to a detour sign that takes you on a circuit around a mirage? If the damage were completely closed off from view it would not give a greater feeling of having been removed from sight. The deserted CBD was like something untouchable: there, but difficult to make contact with.

I cycled once around the perimeter of the red zone, partly in search of a bike shop, constantly having to backtrack to find a way out of dead-end streets. A few people, perhaps tourists like me, wandered as though they had come to a funeral, talking quietly, and pointing through the fences to particular buildings or scenes on the forbidden side of the barrier.

Later, I headed around the road on the north side of Banks Peninsula hoping to go across to Lyttleton. Just past Sumner, however, I found a sign saying that the only road over the hill is still closed by landslides, more than a year after the first major earthquake. So, I turned around and retreated to the Sumner hotel for a drink. While there, a group of four or five locals came in, and took a table close to where I was perched.

After a short time I noticed they were discussing a moderate earthquake of a day or two ago. In fact, it must have happened just before I arrived. I didn't notice any earthquakes while I was there, but probably I'm nowhere near as sensitised as these people must be.

As I listened, feeling slightly guilty about eavesdropping, but my curiosity piqued by mention of an 'aftershock', I heard them talk of a magnitude 3.7 earthquake, how one woman ran out of her shower to find a doorway to stand under, how the plates and cups on another person's shelf rattled but didn't fall. They talked about liquefaction, and whether the shaking was as bad at 'Joe's' place as it was a few blocks away. And the thought occurred to me: little more than a year before, these people would not have been having this conversation; they would not even have thought they would be having this conversation.

It was a sobering insight into the impact that the on-going sequence of earthquakes has had, and is continuing to have, on the population of Christchurch. There has been talk of whether the city



Outside the exclusion zone in Christchurch, New Zealand

Continued on page 12

CTA CLOTHING

Continued from page 11

centre can, or should ever, be rebuilt. Certainly it will never be rebuilt as it was. Some of the ground is now recognized as too big a problem to be worth solving, other than by turning it into park and leaving well alone. Much of the former city centre can be built on again, but the level of engineering employed will far exceed that of the past. And it will forever be a low-rise city.

I think, inevitably, it will be restored and reinhabited. I've tried to imagine the heart of a city of this magnitude being abandoned, and cannot quite get my head around the idea. How must it be for people who actually lived there? It's not that the city is large on the global scale—in fact, it's quite small as cities go—but the very idea of packing up a city and removing it is quite a different prospect from packing up and moving house.

The idea is too big to contemplate. What would they do? Just leave the collapsed and fractured infrastructure to crumble further, like some post-apocalyptic world, gradually being reclaimed by grass and weeds and scavenging wildlife? Or would they spend millions trucking all the debris out, before returning to smooth it over creating a cauterized facade?

I learned later that some enterprising Christchurch retailers, whose shops have been ruined by the impact of the earthquakes, have set up a kind of container shopping precinct somewhere on the fringes of the damage zone. Unfortunately I missed this in my brief visit, but I would have liked to have seen it. Their determination to restart their businesses must reflect both a need to generate an income again, and also a desire for normality.

Normal, however, is now defined differently for people whose basic assumptions about the future have been called into question, and who may never again feel that their lives are secure.



CTA Clothing

The CTA is holding the following stock:

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

Short Sleeve Unisex: M, L, 2XL

Short Sleeve Womens: 10, 14,

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

Long Sleeve Womens: 10, 14

Please note that the sizings for these Sprint Design jerseys are VERY small—most people need two sizes larger than their usual fitting.

The sizes above include a variety of shorter or longer backs, and shorter or longer zips. Any combination of back length, sleeve length or zip length can be ordered directly from the manufacture (12 week lead time). Our suggestion is that you first try on what we have in stock. To place an order, you contact Sprint Design directly via their website at:

www.sprintdesign.com.au/cycling-clothing/cta.html

CTA bib knicks and knicks are also available by special order through Sprint Design.

CTA Orange Fluoro Shirts (sizing is very large)

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

CTA Socks

Red/yellow or new Orange/blue socks with CTA logo — \$10 a pair

Take-a-Look Mirrors

Unbeatable Take-a-Look mirrors. Attach to your glasses (and better than an eye in the back of your head) \$20 each

Adaptors available to attach mirror to your helmet instead \$4.50. Postage for up to 3 mirrors within WA \$2.60



Contact : Roy 9448 7160 (H) or email clothing@ctawa.asn.au for any enquiries or orders.

New Members

We give a big welcome the following new members:

Sian Gard	Peter Treasure
Ruth Lawrence	Trevor de Vis
Alan Thurlow	Frances Kirchner
Brian Mooney	

And rejoining after a period of absence:

Michael Penklis, Peter Lundy, Jacqueline Billington and Terry Olesen

Radio & TV:

Keep up with the latest breaking cycle related news, whether your interest is in MTB's, Touring, Time Trials, Road Racing, or gizmos and gear. Let the experts keep you up to date on what is happening in WA and the world.

Curtin Radio 100.1FM
Saturdays 7:40—8:00am

SBS (TV)
Sundays 11:30am—12:00noon

The CTA Achievement Ride Series

Introduction

The CTA conducts a series of "Achievement Rides" (ARs) each year. These rides provide you with a graded set of challenges. Each ride must be completed within the set time limit, but is otherwise non-competitive in nature. Each ride is supported by a volunteer and the series is coordinated by the Achievement Rides Co-Ordinator

(See page 2 for contact details).

Background

The origin of the series was for set distance rides so that touring cyclists could train for loaded pannier touring. The philosophy being that if a rider could ride X km unloaded in a day then they should be able to ride half X in a day when fully loaded. For example, if someone could do the 200 km ride then they should be also able to cover 100 km on a loaded touring bike. The longest ride in the series is 300 km on the basis that 150 km per day is the absolute maximum that could reasonable be attained fully loaded.

Traditionally, the ARs have been run twice a year ("Take 1" and "Take 2"). "Take 1" rides are always run, but you should register at least 10 days beforehand. In line with the criticism at the 2009 AGM that the focus of the CTA is shifting a little too far away from "touring", the Rides Committee is to consider whether to have

Ride (Normal)	Time Limit
50km	3 hrs 20 mins
100km	6 hrs 40 mins
Century (100 miles/160km)	10 hrs 40 mins
200km	13 hrs 30 mins
300km	20 hrs

Ride (Hills)	Time Limit
5,000 in 4 (5,000 feet of hills)	4 hrs
10,000 in 8 (10,000 feet of hills)	8 hrs

a "Take 2" this year or suggest that those who miss the "Take 1" should complete any missing rides using a brevet.

Ride time limits

To be considered "successfully completed" a ride must be completed within the given time limit. Upon successfully completing a ride you are entitled to a badge. Contact the Rides Committee if you would like badges.

Ride series

The rides are grouped into series, and an award is available for "successfully completing" a series. A member can only nominate for one award per year.

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

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

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

Note that the Achiever Series, the 100km AR plus the 100km the following day can only count for the 100km AR, or the 200 in 2, but not both. The two 100km rides of the 200 in 2 must be ridden on two successive days to count.

(The unofficial level of "Over Achiever" is

awarded when you ride to and from the start of the 300km AR. Kleber is the only person known to have done it!)

Qualifying to start the 160, 200 and 300km ARs

Due to their length, difficulty and time taken to complete there are qualification criteria to be eligible to start the 3 longer ARs. See the following table.

160km	100km same year
200km	160km same year; or Challenge Series previous year
300km	160 or 200km same year; or Super Achiever Series

If you have completed a ride of similar length and/or difficulty to those stated in the criteria e.g. Audax Ride or Over 55s Achievement Ride, and can produce some evidence as proof, then please contact the Rides Committee if you wish to be considered eligible to start.

Using brevets

If you are unable to attend one of the official CTA rides, then you can complete the ride using a CTA brevet card. Brevet cards and route descriptions are available from the AR Co-ordinator. You need to contact him before attempting the ride.

Completed cards must be returned to the Rides Committee as soon as possible after the ride (within 2 weeks) and absolutely no later than **four** weeks before the AGM.

Achievement Rides support

If you can help support any of the AR's, you will be reimbursed (at the rate of \$.50/km) for your mileage (the odometer reading from when you leave your house for the ride, to when you return). Other related expenses will also be reimbursed if you provide receipts.

Dates for 2012

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



MEMBERSHIP DETAILS

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

- | | |
|---|---------------------|
| 1. Renewal Adult membership
(If paid by 31 Jan | \$40.00
\$35.00) |
| 2. New Adult membership | \$35.00 |
| 3. Full-time Students/Pensioners | \$23.00 |
| 4. Dependents under 18 | no charge |

Membership forms can be downloaded from our website www.ctawa.asn.au. Please send your cheque and form to the Cycle Touring Association, PO Box 174, Wembley WA 6913. **A receipt of payment is only issued on request.**

The CTA is a non-Government organisation relying on membership fees, donations and volunteer labour to achieve our aims and objectives.

These monies help provide each member with six newsletters per year, a number of social evenings with suppers, weekend trips and tours at cost, and a library, to name a few of the material benefits.

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

