



Cyclemania

Mandurah Over 55 Cycling Club Newsletter

September 2017

2017 Holland Barge Tour





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Executive Reports



From the President's Desk

John A Ellis

Since the publication of our previous edition of Cyclemania, the majority of our rides and social events have taken place as per our ride calendar.

The Holland Barge Tour, which took place in June was a great success, enjoyed by all participants and my thanks go to Mike Burrows for organising the event.

More recently our tour based in Geraldton, was very successful, well attended and enjoyed by all. My thanks go to Chris Redman, plus Arthur Watkins and Brian MacFarlane who surveyed and mapped all the cycle routes.



Our social events; Christmas in July, lunch at the *Oceanic*, an evening meal at *Ninos*, club sausage sizzles and soup days have all been enjoyed by the participating members. Once again, my thanks go to our Social Coordinator extraordinaire, Madeline Redman. My thanks also go to Terry O'Shea, who has organised the fund-raising Bunnings Sausage Sizzles, which help bolster our club funds.

As this will be my last report for Cyclemania as President, I would like to thank the committee members over the past three years for all the hard work and effort they have put into running our club. As I may have indicated in the past, to try mentioning everyone who helps with running of the club by name would probably mean missing someone out, so my thanks go to everyone who helps out in whatever way big or small. This in my opinion makes our club such a great one to belong to.

Finally, I would like to wish the new incoming committee every success for the future and enjoyable safe cycling to all our members.

Ride on safely

Ride Captain's Report

Chris Redman

Wow how time has flown; it is four months since the last Cyclemania and in that time there have been a multitude of club activities.

The Big Tree Ride took place on Friday 21 April for casual riders and it proved to be an absolute success. Eddy Redfern planned the ride in his usual very organised fashion. Lunch at *Pelicans on the Murray* was planned by Jo Smith. Archie Lind acted as tail-ender to ensure everyone was kept safe on the ride. My thanks go to all three for ensuring the success of the day.

Unfortunately the Myalup Tour was cancelled due to lack numbers. Hopefully it can be reintroduced next year in a different format to encourage members to take part.

The Holland Barge Tour was very popular with members. Thanks must go to Mike and Barb Burrows who organised their second overseas tour. It was so successful that the Italian and Croatian Tour next May is

almost booked out; however, there are vacancies in weeks one and three if you are interested in going along. I can personally recommend week one from Bolzano in Northern Italy as Madeline and I have travelled extensively in this region and the country is magnificent and the “vino” is excellent. Week three in Croatia will also be a great week on a motor sailor, visiting and riding on the islands off the coast. We can also recommend this part of the tour having spent a week off the coast of Croatia, visiting the many beautiful islands on a 95-foot motor sailor.

The Serpentine Falls ride held in August attracted 42 members on a very scenic ride to the falls. Morning tea and lunch were provided by the club and served from the chuck wagon. The luncheon corned beef and ham were cooked by Arthur and Madeline respectively. My thanks go to Henning Nielsen for towing the chuck wagon and thanks to Ron and Iris Richards for volunteering their vehicle. I also need to acknowledge Eluned Clark for towing the bike trailer as well the ride leaders and the tail-enders.

The Achievement Ride was held in September with another fantastic turn out. Eighteen riders participated in the 50 km ride to Pinjarra and return, while 30 riders did the 100 km ride around the estuary. We were greeted by fine, warm weather making the day all the more enjoyable. Morning tea and lunch were supplied by the club. Many members need to be acknowledged and thanked for their contribution to the day. Tony Clark towed the chuck wagon and John assisted Tony serving morning tea in Pinjarra. Madeline sacrificed her ride between Pinjarra and the lunch stop in order to have lunch ready for the riders on arrival. Henning Nielsen towed the bike trailer and Ron and Iris Richards again supplied their vehicle

The inaugural Geraldton Tour has just been completed with three days of glorious weather followed by two days of howling winds. The last days ride had to be called off due to the severity of the winds! Arthur Watkins and Brian MacFarlane spent considerable time and energy mapping the rides and organising the itinerary; my thanks go to them as well as the ride leaders and tail-enders for their contribution.

Eddy Redfern continues to come up with interesting away rides each month. His contribution is very much appreciated by those who participate in these away rides. Again my thanks go to Eddy for the time he puts in to ensure their success.

As everyone is aware the AGM will take place on Tuesday 10 October and a new committee will be formed. The position of Ride Captain is still vacant and this vital role needs to be filled. Hence, if anyone is interested in taking on this role please do not hesitate to call either John Ellis or myself prior to the AGM and we are only too happy to discuss the position.

In closing, I would like to thank those on the Committee who have supported me in my role as Ride Captain over the last three years. My appreciation also goes to the members who have also given wonderful support on tours, events and away rides, towing the chuck wagon and bike trailer etc. The role has been challenging at times but certainly rewarding and I have thoroughly enjoyed my three-year term. I sincerely hope my repeated insistence and pestering on safety issues has gone some way towards making the club safer.

My sincere thanks must go John Ellis who has been a great president of our club; he has wonderful empathy and care for others and has provided significant support to me over the last three years. My thanks must also go to Madeline for her support, as well as the fantastic enthusiasm and effort she has put into her role as Social Co-Ordinator.

See you on the bike and stay safe.



Barge Tour



Day 1: Approx. 20 km (Anne Bourke)

Most of us arrived at the dock where the Fiep was moored early afternoon, excited about our upcoming adventure. After allocation of cabins and stowing our luggage, the next most important thing was to get acquainted with the bikes we would be riding for the duration of the tour. Lia, our guide for the 2 weeks, and Harrie (owner and captain of the vessel) were on hand to check height of seats, brakes etc. After everyone had had a bit of a test run on the wharf and a quick lesson on the meaning of road signs and traffic symbols we were likely to encounter we set off, led by Lia, on an exploratory ride around the area. All good, apart from a slight hiccup - ask Yvonne L. about this. Mike and Barb arrived after dinner...that made 24 of us in all, raring to go.



Day 2: 39.7 km (Irene Beynon)



Our introductory bike ride yesterday was a bit scary amongst all the other bike riders, walkers and cars. But all was good.

Our first day's ride was lovely, rode through Amsterdam, out through farmland, along the Amstel River. We saw white swans with black necks, lots of bird life. It was a beautiful ride and Lia was so informative, we learnt a lot.

Day 3: 63.8 km (Mel Tadier)

It was an early start, on the road at 6:40am, to the flower auction at Aarlsmeer; very busy, very impressive and quite interesting. Then back to the Fiep for breakfast before setting out for Gouda, our day's destination.

The ride was through some very green, very picturesque countryside. I think we all really enjoyed riding along the rivers and canals.

We passed through some small villages with well-kept houses and beautiful gardens. Quite amazed at how many of these houses and farms had thatched roofs.

Morning coffee was interesting too, at the "Help Farm". Good to see those handicapped kids being employed.



Then a ride through Nieuwkoopse Plasson - a conversation area. A couple of informative stops, with an explanation of what has happened to the area to make it how it is today, and what is being done to keep the area as it now is. The Netherlands has lost 75% of its flora and fauna in the past 100 years.

After lunch we continued through the green belt - this time through a few farming villages. There is no doubt that the smell of cows and horses is much nicer than exhaust fumes! A great ride today but I think we were all happy to reach Gouda and onto The Fiep to chill out.

Day 4: 55.5 km (Margaret Kuca)

Up and breakfasted at 8am, lunch packed and on the bikes at 9 for our ride into Gouda to visit Sint Jan's Kerk...or in other words, St John's Church, which is dedicated to John the Baptist, the patron saint of Gouda. With its length of 123 metres it is the longest church in The Netherlands. Until the Reformation of 1572 it was used as a Roman Catholic Church but since 1573 it has been Protestant, under the jurisdiction of the Dutch Reformed Church.

Our tour guide was extremely interesting and entertaining, catching some of us unaware with his questions! The 18 stained glass windows were beautiful, each one sponsored by a different city in Holland.

After a quick coffee it was on our bikes again for a ride through the countryside to Leiten. Numerous birds, both adult and babies were seen along the waterways. Our next stop was at a cheese farm which has 60 cows and produces 24,000 litres of milk. This is churned into cheese using original farm recipe, and traditional farmers sell the end product to wholesalers who, in turn, sell them to retailers.

Cheeses of different ages were offered for us to sample, and gobbled up by all.



After an ice cream, back on the bikes and on to Schoonhaven where we boarded a ferry, crossed the Lek River and rode on to Kinderdijk. Here we were impressed with 18 windmills lining the waterways, most of which are lived in and are working windmills.

From Kinderdijk we boarded a ferry and travelled up the North River, past boat building yards and container storage areas, to Dordrecht, where our barge was waiting to welcome us.

Day 5: 52 km (Stan Blaszkow)

Another day on the Fiep, we sailed from Dordrecht at 7:00 am. Breakfast was at eight while sailing to "Manhattan on the Maas" (Rotterdam) which was bombed in the early stages of WWII, and now looking like a new city.



We berthed at Coolhaven near Euromast. Cyclists departed at 10am, cycling to Delfshaven, viewing VOC replica "Delft", then continued to Schiedam, known for making jenever (gin). The group continued to Maassluis where we were invited aboard the Elbe to eat lunch and have coffee. The Elbe is a seagoing tugboat, now a museum. Afterwards we cycled to Maeslant, along the New Water Way for a distance to view the last Delta Project, a storm surge barrier completed in 1997. After a visit to the information centre we went on to Westland, known for enormous

shade houses. We passed through Schipluiden, stopping there for afternoon tea. Arriving in Delft, the barge was a welcome sight after 52kms...a great job by Lia, tail ender Lyn, and great cycling by all.

[Anne's Note: *On this day's ride some of our group vacated a canal bridge in the nick of time, before boom gates came down and the bridge opened to allow a boat to go through on the waterway.*]

Day 6: 46 km (Bill Clare)



Today we left our bicycles behind and walked to the famous Delft porcelain factory where we were shown how the porcelain was manufactured. The factory dates back to the 17th century. The visit was a real highlight; and of course, most purchased a little memento of their visit.

After this we walked to the town square where we had coffee and walked around the markets in the square, returning to the boat around lunch time.

Our journey after lunch was to the town of Leiden.

(An anonymous scribe injected the following into Bill's report at this point: Nine of us went on our cycles, but that lazy Barb stayed on the boat again, plus a few other gits!!) [Anne's Note: Barb had just completed a ride from Lands End to John O'Groats which covered 1,700 km with 20,000 meters of climbing. She was on the barge suffering with a heavy cold.]

Terry and Kerry trained to The Hague for the day and the rest of the group stayed on the Fiep and enjoyed the trip through the canals.

The cyclists travelled through mostly farmland, with great cycling weather. On our return the boat had just docked in time for us to enjoy a couple of well-earned drinks. The evening meal was again first class. After dinner we were briefed on our next stage, which is to be to Haarlem. Once again a group went to explore the local town while most of us who rode in the afternoon stayed on board to relax.



Day 7: 46 km Leiden to Haarlem (Jo Smith)



The city of Leiden is in the south of Holland. Steeped in a rich history, it was the first city in Holland to hold out against the Spanish forces in 1573. In recognition, the king granted Leiden the permission to build the first university in Holland.

Our ride this morning took us into the city of churches, one in particular, St Peter's as nearby housed the Pilgrim Fathers before they set sail to the New World on the Mayflower.

We then followed the canal cycle paths admiring the houses and the gardens and plenty of wildlife from swans, geese by the hundreds, to rabbits and storks. We took a very scenic ferry ride across the lake towards Keukenhof, the area best known for its tulips in spring. Tulips were introduced to Holland in the 16th century, originally from the Middle East.

Lia, our guide took us to a tulip bulb farm. Much to our surprise, the bulbs are worth more than the flowers. The owner plants just over 2 million bulbs on 12 acres, 1 million sold for export. At this time of year students on school holidays between the ages of 13-16 are busy cleaning the bulbs by taking the soiled tops and bottoms off. The experienced topper and tailer can earn up to 210 euros per week - not bad. A few of us had a go and we quickly realised this was a job for the young.



It had started to rain and as we were leaving the owner kindly invited us to take shelter; lunch was eaten sitting on straw bales...very relaxing! Lia kept us entertained with various demonstrations of tulip equipment, then rain was over and lunch over.

Off again on the bikes to visit the largest steam museum in the world. The Cruquius Museum tells of the age old Dutch battle against the water. The use of this steam powered engine marked the breakthrough of the Industrial Revolution in the Netherlands. It was built to drain Haarlem's lake. After 3 years and 3 months this was achieved (with two other steam pump houses) at the rate of an Olympic swimming pool every 8 minutes /24 hours a day. Barges of coal lined the canal, both from England and Germany, to feed the boilers. The demonstration we watched was impressive; imagine what the citizens thought in 1894 when all eight steam engines were in action!

We arrived in the very large city of Haarlem at 4:30, having covered about 46kms. Thanks to our guide Lia for a very interesting day. Once again Coen outdid himself, providing an excellent evening meal. Afterwards a walk around Haarlem, which was good for the digestion!

Day 8: Rest day: Haarlem (Anne Bourke)

The cleaners were coming on board the barge today between 9 and 12. We all went into the old town of Haarlem after breakfast to explore in various ways: some just to visit the markets and have a coffee; others to enjoy Frans Hals Museum, Corrie ten Boom House, other places of interest; or shopping. The Tour de France started in the afternoon so lots of interest for some in watching that. There was no dinner on board so off to feast in local restaurants.

Day 9: 35.75 km (64.5 km) Haarlem to Alkmaar via Zaanse Schans (Ron and Iris)

We started from Haarlem at start 9 am with 24 riders. We rode through park lands, trees and dunes with morning tea 10:30 a.m. at the 15.5 km point at a small hotel in Spaandam. The coffee was good and we were shown how to drink water from a glass.

We found the little boy, the one that saved the country by putting his finger in a small hole in the wall of a dyke to stop flooding. Then we rode on, and had to use a boat ferry; the riding was good. We had lunch at 12:30 p.m. at the 27.2 km point, near an old windmill close to Zaandam. We then rode on to an open air museum at Zaanse Schans; very nice. Also, we had a tour of a windmill which is used for a saw mill with three men working seven days a week, after which we continued on to the boat, Fiep, at Wormerveer. A 35 km point, 15 riders stayed on the boat, and 9 riders rode another 30 km, Lia at the front all day. We had to use a boat ferry again and had coffee at Derijp where there was a nice church, a good hotel and lots of history. We broke the ride to stop at Schermer Molen Complex and a very large windmill - a lot of history. Riding



on we got lost – 2 km into a cow paddock and had to get directions from a man with a white dog. Got back to the main road ok and then home to the barge - a good day in all. The total distance was 65 km.

Day 10: 42.75 km (72 km) Alkmaar to Den Helder (Kerry)

In lovely Monday morning sunshine we set off for Den Helder through tulip fields and passing large tractors on the bike path. We cycled through partially vegetated sand dunes all the way to the dyke on the North Sea. The wind was blowing 30 knots but was behind us as we biked along the dyke. There were large, modern wind generators dotted along the coastal farmlands providing energy for the area. Half way along the dyke we stopped at a panorama hill top to take in the 360 degree view over the reclaimed land and the North Sea. This view was almost as good as the panorama in The Hague, painted by Mesdag. Several boats were out in the windy conditions. Only Lia, our guide, was brave enough to dip her toes in the water.



By 2 p.m. many of us joined the Fiep for a leisurely cruise through the canals to our stopover, Den Helder, before crossing to Texel tomorrow.

Day 11: Den Helder to Texel Island 66 km (Mal Bond)

Departed Den Helder harbour at 6 a.m. and entered a lock before exit to Texel Island. Smooth crossing and arrived at about 8 a.m. for breakfast.



Texel Island, which is a man-made consolidation of two islands, is the most northerly part of our bike tour. The island is noted for its tourism, which increases the population at least five-fold during peak holiday season. It also has extensive farming and is a base for the fishing industry.

Our bike tour started at 9 a.m. with two groups. The group Lia led (13 riders) set out for the central town of Den Burg, passing an historical water well and site of an orphanage. When the kids turned 12, many were sent to work as crew on the trading ships.

Riders enjoyed the laid back atmosphere of Den Burg, having a coffee and shopping.

Next stop was the North Sea coast where we had lunch and enjoyed a stroll on the beach. Bill Clare was lucky to survive that part of the trip in one piece, as a local cyclist cut in front of him, nearly causing an accident. Bill rates the bike's brakes 10 out of 10!

We returned to the harbour through a mixture of thick forest and rich farming lands. Also travelled on the coastal retaining wall (water side), which was an interesting exercise.

All-round, a great ride was had by all. The total distance travelled was approx. 40 km in mostly calm and sunny conditions. We arrived back at boat just after 2 p.m. The second group did a longer ride of approximately 66 km around the island. A local took some video of this group and can be viewed via this link: <https://m.youtube.com/watch?v=btvs38G-PBc>

Day 12: Texel to Medemblik to Enkhuizen 26 km (Brian Chapman)



Sailed from Texel back to the mainland passing through a major dyke system and lock at Den Oever and heading for Medemblik. We are in IJsselmeer, a large inland fresh water area. The planned ride today is from Medemblik to Enkhuizen, approximately 30km. The ride was mainly along the top of a dyke with IJsselmeer to the left and the agricultural land to the right. Lots of sail boats out on the water with expensive looking marinas along the shore. Stopped for lunch at a lighthouse and then on to Enkhuizen for the overnight stop. The rest of the day was for sightseeing, museums and shopping, finishing up with sampling of the local eateries during the evening. The total distance today was 26km.

Day 13: Enkhuizen to Hoorn 27 km (Lyn Trembath)

We departed Enkhuizen at 9 a.m. for a 27 km ride to Hoorn via the West Friese Omring Dyke. The day started with good cheer, celebrating Margaret Kuca's 75th birthday. Margaret was very visible during the day with a decorated helmet, bike, and sunglasses in the shape of a bike.

Our first stop was at the Broekerhaven harbour. Margaret was arranged on the boat transfer rack with the support of Mel S. and Yvonne and the remainder of us sang a very loud "Happy Birthday". After much laughter we continued our ride, stopping for a drink under the shade of a tree in Oosterleek. The owner of the adjacent residence invited all 25 of us in for coffee, a much unexpected gesture. We had a lovely coffee break there and should anyone wish to make contact by way of thanks you can contact me for his name, address and email.



After a lengthy break we continued to Schellinkhout on the beach, where we had lunch and a laze in the sun. We finally roused ourselves to ride the last 7 km to Hoorn and boarded the Fiep at 12:45 p.m.

At 1:30 Lia took us on a guided tour around Hoorn, eventually leaving us in the town square (The Roode Steen), where the cheese market was in progress as well as formal dancing from a past era. We had ringside seats, sipping various drinks and enjoying all the entertainment. Afterwards we all drifted off to add to the economy of the town.

The evening dinner was fun filled with more celebrations for Margaret in the form of champagne and birthday cake. To make a perfect ending to the day Mr Broeders joined us in the evening and Anne, as our Dutch ambassador, stepped up to the mark and incorporated him into our evening.

Day 14: Hoorn to Amsterdam 57 km (Lorraine Nielsen)

The weather was already warm when we set out for the last day's ride of our Netherlands tour. As usual Lia had a couple of special things to show us before we headed into the countryside. We stopped in front of the Hoorn prison where Anne's grandfather had worked, which was pretty special in itself. We also saw the replica of the "Half Moon", sister ship of the "Duyfken" which was wrecked off the coast of WA. More important and moving in its simplicity, was a memorial to soldiers who had died during their mission overseas as well as those who returned. It was aptly entitled "Baggage for Life".

From Hoorn, we cycled along dykes, through farmland and past beautiful homes and gardens to Etersheimerbraak for morning tea. Here we were able to visit an old windmill, originally built in 1632 and restored in 1918. There was also lots of interesting information on the history of the area, in particular, water management.

From here we cycled, to Edam for a short stop over. Those so inclined (and that was a fair number) headed straight to the ice cream shop, then meandered around the tourist shops in the area or just sat by the canal and watched the world go by. Edam is a very pretty town. While there, we were aware of two very important rites of passage in life. A red carpet and wedding car outside of the town hall told us that a marriage was taking place there. And not far away, we witnessed the more sobering site of a funeral hearse bedecked with flowers and funeral officials dressed in black. Our ride out of Edam was to the very mournful tolling of the funeral bell.



It was then only a very short ride to Volendam and its tourist-crowded streets. We joined in the tourist thing when most of us opted to be part of a group photo in traditional Dutch dress. Little did we know what was in store for us! A very crowded space where we were dressed, very efficiently, in skirts, yokes, jackets, aprons, hats, etc. - most made of very heavy fabric. And this was only the beginning of the "let me out of here" experience! Then it was the fight for the clogs - all different colours and sizes and a large group of Asian tourists to add to the chaos. Tempers were a little frayed by the time we had our photo taken, but the laughs we had and the final result made it all worthwhile.

After lunch in Volendam, we took the ferry to the former island of Marken, had a quick look around then rode to the "horse" lighthouse. It was lovely to see the yachts with their full sails out on the Markemeer. And then any gentleness that the day had shown earlier, disappeared, as we rode along a very narrow cobblestone track on the dyke that was built to join Marken to the mainland. Talk about a knee trembler! No chance to appreciate the scenery as we dealt with the vibrations as well as the wind that now blew strongly in our faces.

I think the wind was telling us that it was time to quit cycling in the Netherlands, as it didn't let up as we continued to labour across the polder land towards Amsterdam. I'm sure we were all surprised to realise that a group of cyclists, lots of cars and some very large tractors could pass each other on extremely narrow roads. Surprising that no one ended up in the drain! It was a bit scary at times.

We broke this rather difficult part of our ride at Uitdam, where we had coffee at the Blue Garden. This was more of a home than a restaurant with the decor reflecting the rather eccentric owner. There were tea pots everywhere - nailed to posts, hanging in trees, arranged as fountains. Even a chicken hanging in a tree (pretend only, thank heavens)! Our host served us with cool drinks and poured endless cups of coffee from a silver coffee pot for those who wanted it. This was a welcome break before heading for the streets of Amsterdam.

The ride through Amsterdam presented no real problems until we disembarked from the ferry at Central station and had to fight our way through Friday afternoon peak hour traffic to safely reach the “Fiep”. We had ridden 57 km on what was an eventful and satisfying day to conclude our Netherlands Cycling Tour of 2017.

After sadly saying farewell to our green steeds, our minds started focusing on the next stage of our adventure, whether it was travelling further afield or returning home. For our “last supper” Coen excelled himself with his menu of chicken salad, steak, a cheese platter and chocolate mousse. Glasses were raised to the crew and to our outstanding guide Lia to thank them for a job well done. Lia later presented gifts to Mike and Barb in recognition of the great job they had done in organising the trip, and made a special presentation to Yvonne just in case she had another accident before she reached home.

On Board the Fiep (Barb Burrows)

So, what happens on-board the Fiep while everyone is off enjoying themselves on their bikes?



Of course, after the wild, alcohol fuelled party complete with local strip dancers and other hip crew from nearby boats, real work happens.

Already all crew have been up since 6 a.m. with breakfast laid out and cooked.

We see Matje our hostess bustling through the cabins while we are at breakfast tidying up, changing towels, bed linen, cleaning showers etc. washing machine is on already and breakfast dishes are washed and put away before we are finished. Tables set up for evening meal (hang on, we haven't cleaned our teeth yet!). Coen our cook is also in the kitchen, making lists for tonight's meal and directing Matje what to do while he is at the shops for his final ingredients.

Tomek, our first mate is sorting out and moving the bikes, ropes, engine gets looked at. All this has to be done before the bikes leave and Fiep starts her engines.

Harrie our Captain has already organised lock times, bridge raising times and other “captainly” things with his able assistant Koos.

The bikes leave - now activities really hot up. Raise the gangplank, we are off immediately.

But first - breakfast for the crew; 10 minutes only.

Soon we smell Coen preparing the evening meal (what delectable delights tonight?), Matje is at the washing again, folding towels, back to the kitchen helping out, duster in her hands polishing, cleaning and wiping, rearranging the flowers. Tomek has a vacuum in one hand and a mop in the other going hell for leather in the saloon. Dirty cups and glasses going down, clean ones coming up. Re-stock the booze, biscuits, lollies (they like the black ones!), tea, coffee machine, fruit bowls, what else?

Wait, a lock is coming up! Everyone is on deck with ropes, watching Harrie for directions. Is that a swear word I just heard. Must be mistaken, never is anyone else anything but polite and friendly. Sure sounded like one though. What is that other boat doing? How did it get there? With much gesticulating Harrie sorts it out. A slight misunderstanding on other's behalf. (mutter!)

Through the lock, speed goes up, Tomek is now sweeping the decks, wiping the rails, arranging the furniture, doing some maintenance. Matje is back in the kitchen under Coen's instruction. Lots of pots banging.

Harrie is at the helm at all times. Coffee comes and goes to the wheelhouse. All crew meals are also in the wheelhouse. Koos eats there as well. Their own private space.



More of the same all day. Fiep comes into dock awaiting the bikes to board. Everyone is on deck again to manoeuvre and tie up. Snacks laid out. Matje puts final touches to saloon to make it look perfect and homely.

They are back! All hands to assist with the bikes, secure them together, and listen to the people. Lunch boxes to wash up.

Have we noticed that everything was perfect when we came in?

Tea time: everything in readiness. Plates, dishes are warmed and laid out. Coen serves, Matje delivers. Everyone congratulated. All hands to clean up (Captain Harrie has his own apron). Breakfast for tomorrow laid out before we leave the dining room.

9 o'clock. Crew to their quarters with a well-earned glass of wine for the night.

Let's start again at 6 tomorrow morning!





Away rides



Eddie Redfern continued to lead members on a number of away rides including rides from **Gosnells to Bullcreek**, **Naval Base to Woodman Point** as well as the **Kings Park Wildflower** ride.

On 18 August a large number of members gathered at the Stock Rd cemetery for the annual ride to **Serpentine Falls**. One rider learnt the lesson of not leaving one ride group to catch up with another group further ahead. She failed and ended up in Secret Harbour instead of Mandurah!! Both Coral Birmingham and Joan Savill forwarded some photos from this ride.



The annual **Achievement Ride** around the estuary was held on 8 September. This proved a very popular event with many more turning up for the event than our Ride Captain expected! About 30 riders completed the 100 km circuit while approximately 18 undertook the 50 km ride to Pinjarra and back.

Both the Serpentine Ride and the Achievement Ride were supported by the chuck wagon with the club supplying both morning tea and lunch. The bike trailer followed the riders to assist any rider who needed a break from riding. This support from the club was appreciated by all cyclists.

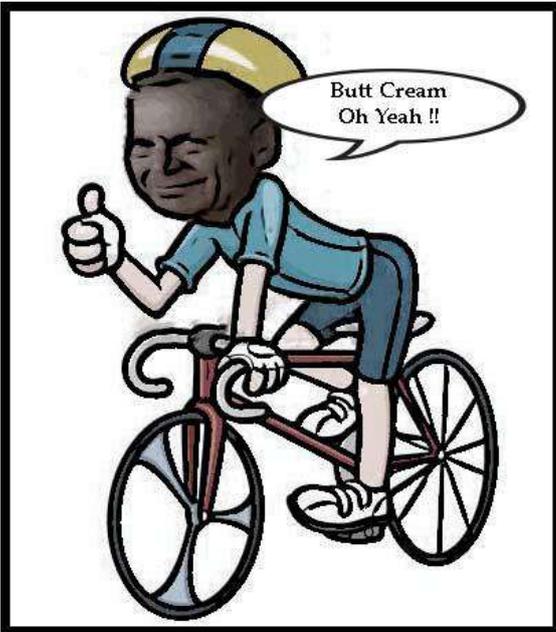


Tadier's Tips



Chamois Cream aka Butt Cream

I have just read an article in the Sept/Oct 17 Bicycling Australia Mag about chamois cream and recommend you have a read of it, even if you have to buy, beg, borrow or steal the magazine.



Basically what it says is, if used properly, chamois cream will help reduce friction and therefore chaffing and/or saddle sores. It is not a lubricant, but more of a glue which sticks your cycling shorts to your bum, thereby eliminating friction caused by slip/slide between your shorts and your bum. Sliding should be between your shorts and your saddle. Use a good quality cream and use plenty.

Do's and Don'ts.

Don't use a moisturizer or Vaseline instead of chamois cream as these are lubricants and Vaseline can block your pores which will increase the chance of saddle sores. If you have run out of chamois cream and really need to use something, use baby nappy rash cream as it is high-friction, soft on skin and antibacterial; and you can find it in most supermarkets.

There are several brands easily available online or from a bike shop. I have tried several: Some chamois creams include QM 4(OK), Udderly Smooth, Eurostyle Butter (not recommended by me anyway), Morgan Blue (not bad), Aussie Butt Cream (good and very popular). At present I use Muc-Off Luxury chamois cream which I think is the best I have used. It is a bit thicker than Aussie BC and lasts longer. Good for longer rides.

If you have done the basics but are still having trouble with sore bum, chaffing or saddle sores then here are a few basic rules:

1. Use good quality bib shorts (not regular cycling shorts) and make sure they fit well. Poor fit can/will cause chaffing/saddle sores. *DO NOT wear jocks or knickers as these will cause friction between your bum and your cycling shorts.*
2. Get out of you cycling gear, particularly your bibs/shorts as soon as you finish your ride.
3. Use a good quality chamois cream, and DON'T use it sparingly.
4. Check your saddle; a saddle with a cut out might help you and don't forget that saddles wear out.
5. Check your position on your bike, a poor bike fit will cause problems like chaffing, sore knees etc...



Cycling and Health News



Meet the CEO whose bikes are works of art in her lounge room

(Terry O'Shea forwarded the below article reported in the July edition of the Australian Financial Review)

Read more: <http://www.afr.com/lifestyle/good-enough-to-look-at-meet-the-ceo-who-thinks-her-bikes-are-works-of-art-20170628-gx0f02#ixzz4qLNUWSgv>



Two of her three bikes are stylish enough to adorn her lounge room. WA Primary Health Alliance CEO Learnie Durrington answers our Time Out Q&A.

First memory of riding a bike

When I was 10, I was given an emerald-green bike with a basket on the front for Christmas. I learnt to ride on that bike and on my first downhill I got up a bit of speed and ended up with quite a few grazes. This experience did not hold me in good stead for my future riding.

How many bikes and how do you know when you have too many?

I have three bikes, two of which are now pieces of art in my lounge room – a Japanese vintage red postman's bike and one that looks like the sort Audrey Hepburn used to ride, which oozes style. My third bike is my gorgeous Specialized Amira that has a workout four times a week.

Dream bike and equipment

My dream bike is one that fits me well because I am not the tallest person in the world. I do like Italian-built bikes and components, which, to me, are a bit special.

Tips for cyclists wanting to be better riders

It's all about the kilometres, the more you pedal the stronger you get. Most of all enjoy it and take tips from those with many more years' experience on the road. Always hydrate well, carry the right food and enjoy the coffee afterwards.

Hills or the flat

Hills, because what goes up must come down.

Love most about cycling

Being outdoors and being focused on the present, which is a great balance given the work I do. It is also an opportunity to share time with my friends and teammates.

Dislike about cycling

When the weather is wet and windy and I fear I am going to be blown off my bike. There's just no fun in getting soaked – when it's that wet, your shoes fill up with water, and you still have to clean your bike when you get home, let alone get warm and dry.

Most like to go on a long ride with

Anna Meares or Cadel Evans – both remarkable Australian riders who have taught many of us much about perseverance, tenacity and commitment to achieving goals. They both appear to be quite humble and natural leaders.

Do you think you will ever be too old to ride?

Cyclemania

No. You've got to keep on riding and remember that age is just a state of mind. I'm the oldest woman in my training peloton at the moment – they never let me play the old lady card.

Favourite refuel station

Bossman in Mount Lawley has the best coffee in Perth. My ritual is to finish rides with a coffee there.

Favourite piece of cycling gear

A Rapha jersey in a Liberty print with matching cap – great fabric and it feels fabulous on.

Favourite ride

In Australia, the Adelaide Hills; overseas, France and Spain

Dream bike holiday

I've already experienced a couple of dream bike holidays and my next one will be in Italy with friends: hard riding followed by good food and wine.

If you take long rides at the weekend, how does your partner feel about it?

When she's not recovering from a fall, she's usually riding with me.

Crashes? Catastrophes?

My catastrophes have been my partner crashing into me twice. The first left me unconscious and the second time my bike frame was cracked. I feel much safer on the road without her ... nearby.

Ever felt scared on a bike?

Yes, generally with riders around me who are unsafe, or who are coming down a descent with a crosswind.



Events



As usual our hard-working Social Co-ordinator, Madeline Redman, organised a number of events for members.

After our Tuesday rides members participated in a **Sausage Sizzle** on 20 June and **Soup Day** on 15 August. Both events were appreciated by the members and it was great to see everyone pitching in the clean-up at the end of each event.

Lynn Edwards reports:

Everyone enjoyed Soup Day and thank you to all who made soup. There were many comments on how delicious and enjoyable they all were. But one in particular didn't last long and that was made by Irene. You will have to share the recipe Irene. Also bringing the soups in a slow cooker worked really well.

Events away from the club included a lunch at the **Oceanic Bar and Grill** on 30 June and dinner at **Nino's** on 14 September.

Our major social event during winter was **Christmas in July**.

Our Vice President, **Michael Mackay**, reports:



The Club's Christmas in July was held at The Pines Restaurant at the cut in Wannanup on Thursday the 27th. It was attended by 32 members and partners on a very windy and stormy night in Mandurah. This was not a bad thing as it appeared that we had the whole place to ourselves. Judging from the noise in the room it was a little hard to hear the person either beside you or across from

you. This I took to be a very good sign as I could hear laughter and discussions all over the place. This was often broken by the very distinct laughter of a very distinguished gentleman by the name of Mr Bill Clare who was on the table opposite to me. As usual Bill was enjoying himself in a very merry way.



It was also a good opportunity for members who could not go on the Netherlands barge tour to be updated by those who had and to give you an insight into the trip they did. By all accounts it was well received and well organised. The main meal on the night was very generous indeed followed by a dessert that had a serve each of Christmas pudding, trifle and pavlova; for someone who enjoyed their desserts this was devoured very quickly. My thanks goes to Madeline Redman the club's Social Coordinator for organising the night.