



Cyclemania

Mandurah Over 55 Cycling Club Newsletter

September 2018



Italy and Croatia 2018



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Executive Reports



President's Report

Hello from the Presidents Handle Bars.

Many thanks to all who have contributed reports on the many activities of the club for this issue.

To name just one highlight, out of so many over the last couple of months.

The inaugural "Swan in the Valley Tour"; enjoyed by so many come rain or shine.

These tours take many hours of planning. Our thanks go to cartographer Arthur Watkins and his team of many. Along with organising the added activities from dining out to a horse drawn wagon ride and the energy of the velodrome night.

Joan Savill's Crafty Critters afternoon turned out to be a hive of activity. Thank you to Susan Jodrell for her inspirational serviette holders. All will be revealed at the club Christmas lunch.

To the following volunteers: Terry Lindley, Terry O Shea, Tony Corcoran, Stan Blaszkow and Mark Thurgood; thank you for all the work done in preparing the Bike Trailer for the tour.

Thank you to all members, too many to name, who helped in the success of the tour.

You all make a difference.

The 2018 AGM draws near. Those who wish to serve on the Committee please check the notice board for information.

Give it a Go

Best wishes for a speedy recovery to Pauline Winnett from all of us at the club, following her nasty collision with a car on Friday 21st September.

On a sad note, it's time to say good bye to the dedicated editors of Cyclemania. Husband and wife team Peter and Colleen Glasson are passing on the baton. We appreciate your time and thoughtfulness in crafting each issue of Cyclemania over the years. A grateful club can only say thank you.

My added thanks to Colleen who compiled the Cyclemania Questionnaire and report inside. So sit back, feet up and enjoy the read with a cup of tea.

Thought: in politics one can learn some things from cycling, such as courage and character. Sometimes in politics there isn't enough of these things.

Cheers

Jo

Ride Captains Report

Most riders, myself included, have not been riding so much lately due to unfavourable conditions. However there have been several events and away rides recently including Colin's Perth bridges ride, Andy's Perth to Freo river circuit, the WC Motor Museum and the Serpentine Falls rides. I am pleased that all these rides have been well attended and members have had the chance to meet others they don't normally ride with.



Many riders also enjoyed the luxury of a tour to Europe.

The last few Chuck Wagon morning tea outings have been popular as usual, the weather being acceptable. Thanks to our volunteer drivers Eluned C, Wayne W and Norm H, and Lizzie and Jo.

The Swan Valley is a new initiative, mostly by Arthur W and may become an annual event. The September 50km and 100km Achievement Rides to Pinjarra and around the Estuary have been separated by a week for better management and riders attempting these were advised to do one or two practice rides beforehand.

Electric Bikes are embraced in our club, many riders already owning one. Shortly we will have more information and instruction on these innovative machines. They certainly help and encourage members and the senior community to ride and meet up with others, extending their sense of belonging to an active and social club.

Ride on

Andy McLeavy.



Italy and Croatia 2018



Lorraine Nielsen



Twenty four (or thereabouts) very lucky people from the MO55 Cycling Club participated in the tour to Italy and Croatia in May and June this year. I emphasise the word “lucky” as I’m sure there are very few tours that would encompass the variety of landscapes, weather and other highlights that we were able to experience.

The tour consisted of three distinct sections so it was like having three different holidays rolled into one.

The first stage was the mountain stage; beginning in the Alps at Resia only a few kilometres from both Switzerland and Austria. The scenery was spectacular as we rode along the Adige River, narrow and fast flowing in its early stages, with snow-capped mountains rising above us on either side. Each evening we stayed in different hotels that provided comfortable beds, good food and of course, a few drinks to loosen up our minds and share thoughts on the day’s riding. There were the extra treats as well, such as the men’s choir that was sharing our accommodation at Silandro and who gave an impromptu performance in the beer garden, complete with conductor. While we expected to be mostly descending on this part of the tour, there were times when the descents exceeded our expectations. For example our descent into Merano on day two, tested both our skills and our nerves.



The weather was freezing cold and it was absolutely pouring with rain - a very appropriate setting for the slippery, steep road with numerous hair pin bends that we had to negotiate. To add to the drama, the Adige River was roaring over cataracts by our side. Not all the slopes were as scary as this; in fact one of the most beautifully sights of the entire tour was the descent into Rive at the northern point of Lake Garda. The highlight of the first week was undoubtedly the stunning mountain scenery; this alone would have made the entire trip worthwhile.



We joined the barge, “Vita Pugna” in Mantua and cycling for the next week was through farmlands along the plains of the Po River. Not far from Mantua, we were excited to experience the Museum of Fairground Rides in the small town of Bergantino. The enthusiastic guide, the collection of beautifully restored barrel organs (still working) and the display of the evolution of funfair games and carousels made this one of the highlights of this part of the tour. On the same day, we stopped at the local cheese factory and enjoyed a sample of Grano Padano, the arch-rival of Parmesan. It is a delicious piquant cheese that went very

well with a glass of red.



We were very fortunate to have such a variety of sights to see throughout our tour. In towns such as Mantua and Ferrara, we marvelled at the beauty of the churches and cathedrals, the palaces and ruins, all evidence of a great age long-gone. We cycled through the picturesque wetlands of the Po delta and photographed flamingos. From the fishing town of Chioggia, we crossed the island of Pellestrina with its brightly coloured houses



and the Lido, the playground of high society before approaching Venice on the barge. What a sight to see!

While our days were filled with a host of great experiences under the guidance of our lovely guide Mikaela, our time on the barge was made special as well by the happy, helpful and efficient crew members, who provided us with excellent food and contributed to the friendly atmosphere.

Following an excellent two weeks in Italy, we travelled by bus to the island of Krk in Croatia and we were immediately aware that the last leg of our tour would be completely different from what we had experienced up to that point. The temperature was in the high 20's and felt like more, the terrain was predominantly rock and the sea was a beautiful clear and inviting blue. Our first ride from the south of the island to Opatija where we boarded the "Linda", our home for the next week, was a bit of a shock after our gentle ride through the Po Valley: 50 km with plenty of long climbs, 700 metres of elevation to be precise. Those with E-bikes were feeling pretty happy. Our journey took us to the rocky islands of Krk, Cres, Losinj, Molat, Dugi Otok, Pag and Rab.



It was amazing and very picturesque to see the towns and resorts built on the steep rocky slopes descending to the Adriatic Sea. There was very little evidence of any industry apart from tourism and some fishing. Though the countryside we rode through was harsh, rocky hill country with vegetation to suit, the views we had over the coastline, the ocean and nearby islands were spectacular. A definite highlight of our time in Croatia



was the entire ocean experience, whether it was swimming in the clear blue waters or enjoying the tranquillity of a very peaceful ocean from the deck of the boat.



Halfway through our island hopping, we spent half a day in Zadar, a mainland city known for its Venetian and Roman ruins. Special experiences here included the resonating sounds of the Sea Organ, a blend of human engineering and the energy of the sea, and the multi-coloured and faceted lights of the “Greeting to the Sun” monument. As if these attractions weren’t enough, we arrived on the Corpus Christi holiday, when the various ethnic groups from over Croatia meet together in their traditional costume to celebrate and perform their traditional dances and songs.



We were very lucky indeed to witness this colourful gathering of Croatians who were happy to chat with us and have their photos taken.

Those who went on this tour would like to extend their sincere thanks to Mike Burrows for his initiative, effort and endurance in planning and leading this memorable cycling tour.



Swan Valley Tour



The inaugural Swan Valley Tour was held from 3 September to 7 September 2018 at the Midland Tourist Park, 6 Toodyay Road, Middle Swan. Fifty-four members attended the tour, however some of these members had other commitments so could not attend every day of the tour. The location of the tour was appreciated by those who had to attend to other duties during the week as the relative closeness to Perth and Mandurah made it possible for those members to attend most days.



The tour kicked off on Monday with a ride to the Chocolate Factory. Groups led by Stan, Arthur, Andy and Eluned took routes of various distances ensuring there was a ride to suit all members. That evening many of the members enjoyed dinner at the 7th Avenue Bar and Restaurant in Midland. Unfortunately about six members who chose the “Pie of the Day” had varying degrees of “tummy troubles” which made riding a little challenging!!

Tuesday saw three groups led by Stan, Peter and Andy heading to the coast then to City Beach, Claremont, Perth and back to Midland. The coastal riders had to negotiate some detours and wet weather at the start of the ride but once these were behind them it was a sensational ride with coffee at the beach and lunch at Elizabeth Quays. Stan’s group found the going a bit tough so they shortened their ride but Andy and Peter’s groups did the full ride.



Arthur took a large group of 18 on a ride to Midland train station on paths and dedicated bike lanes. From there they caught a train to Success Hill station and then had a leisurely 30 km ride around the Swan River returning to the Midland Tourist Park. After lunch Joan Saville organised a Crafty Critters afternoon for the ladies who had got back from their ride. Unfortunately those on the coastal ride arrived back too late for this session. Thank you to Susan Jodrell for her inspirational serviette holders. That evening a number of members visited the nearby Midland Speed Dome with seven members having a go at riding the circuit on special track bikes.

On Wednesday Andy’s and Stan’s groups undertook the 90 km ride to Muchea and return. The ride was quite challenging as it included a 200m climb as well as a strong headwind on the way home.



Other cyclists opted for a more leisurely ride around Midland led by Brian. Brian reports that when they set out from the Midland Tourist Park there were 23 riders, of varying speeds and abilities and none who had done the ride before. Brian had only driven over the route, once the night before and was concerned about several issues. The only two coffee stops he knew were Guildford (too soon) and McDonalds on Morrison Road about 4 km from the Midland Tourist Park. There was also a steep hill and several sections of busy road that might prove a

challenge. So when he saw the numbers, and by the time they reached Guildford discretion prevailed and he decided that it would be too difficult to do with only one leader. So they had a leisurely coffee in Guildford where it was suggested they visit Guildford Grammar School to look round the Chapel and see “Half Safe”. It proved impossible to visit the Chapel as a funeral was in progress but, after a little PR work by Mal Smith, they were taken to see “Half Safe”. This is the amphibious jeep that circumnavigated the world driven by Ben Carlin and accompanied by his wife for most of the voyage. It is a fascinating story. It took him 10 years and travelled 17,000 km by sea and 62,000 km by land. It was a cramped two-seater with a make shift bunk. When he eventually completed the trip he retired to Australia and donated the Jeep to Guildford Grammar School where he had been educated. This proved undoubtedly to be the highlight this short ride.

Wednesday night was hamburger night and thanks to those who prepared the hamburgers and rolls. After dinner there was a celebration for a significant birthday of Jan Ellis. It was lovey that her son and grandson attended the celebration.

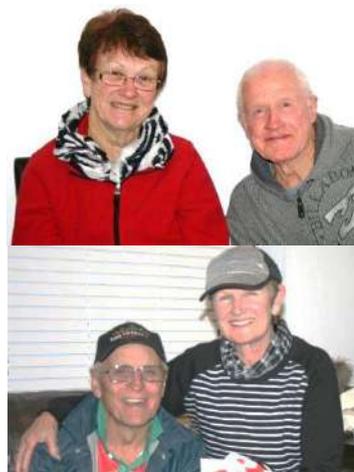


There was some change of plans on Thursday due to the forecast of rain on Friday. Stan’s group decided to do the very challenging Gidgegannup ride. The ride was about 90 km in length but involved approximately



1900 m of climbing with some of the climbs very steep. Most of Stan’s group were aware of the challenge and finished the ride; however there was one exception. In the words of this rider “my ego mounted the bike this morning”! Two groups rode to Whiteman Park for lunch. Andy and Arthur took their groups on a relatively direct route as a number of members needed to be back early for the afternoon activity. Peter’s group took a more leisurely and longer ride passed Lamont’s Winery to Bells Rapids and then to Upper Reach Winery for coffee before heading to Whiteman Park. In the afternoon ten members went on a horse wagon tour to a number of the Swan Valley tourist spots. That evening a large contingent went to Chatters Restaurant in Midland.

The forecast rain did arrive on Friday which changed the plans for the day. Most members braved the wet weather and went on one of the rides around Guildford, Midland and other surrounding suburbs led by Andy and Arthur. Fortunately they experienced only a couple of showers and not steady rain. Seven members went on the horse wagon tour. With fingers crossed, Peter and four others decided to delay their ride until the afternoon. As it turned out it was a fine afternoon and Peter’s group rode along the river through Guildford, Bassendean and down to Maylands. From there they returned along the railway bike path. Happy hour that evening saw the tour wind up. Thanks were extended to all involved in assisting with the tour. The contributions of Jo, as President, Andy, as Bike Captain, as well the route planning and testing by Arthur and Brian were highlighted.



It was agreed this was a very successful and enjoyable inaugural Swan Valley Tour.



Away Rides



Glenys Cox reports on the **Canning Bridge / East Perth Ride** held on 11 May and led by Colin Richardson.



What a beautiful day for a ride around the Swan River; a sunny 32 degrees and no wind. We set off in a large group of 28 from Mandurah train station getting off at Canning Bridge. Once we all had gathered, Colin led us along the freeway cycle way to the Perth Narrows Bridge where we rested and admired the amazing city that we live in. (How lucky are we to be living in such a beautiful place)

We then cycled over to Elizabeth Quays for a well-earned coffee and a chance to stretch our legs. While sitting down waiting for our coffee, the manager of the coffee shop asked us all a trivia question. The person who could answer the questions correctly would receive a free donut.



“What is the name of the bicycle with the front wheel larger than the back wheel?”
Answer: *“Penny – Farthing”*. The winner was Liz.

We then left Elizabeth Quay and continued past the Bell Tower, Langley Park, Heirisson Island, up to Claisebrook Cove and onto Royal Street where Colin talked about some of the businesses which were situated in the area. (The ABC, Central TAFE and the Department of Education)



From there we continued over the Windan Bridge where we rested and admired the new walk bridge being constructed over the Swan River to the Optus Stadium. We rode through McCallum Park taking in the stunning city views. From there we stopped off at Coode Street Jetty and had lunch. Once our tummies were full and we had recharged we continued back to Canning Bridge train station for the journey home.

Some of the group decided to continue along the freeway, led by Andy, to one of Bullcreek Station, Murdoch Station or Cockburn Station.



Thank you, Colin and Andy, for a wonderful day in our beautiful city Perth!

Andy McLeavy reports on the **Swan River circuit (Perth to Fremantle)** on Friday 22nd June

A good turnout of 18 riders took the train to Canning Bridge. The weather was mild with some cloud and almost no wind. The route went over the Narrows Bridge then along the scenic Mounts Bay Road and onto the Bayside Kitchen Café in Crawley for morning tea. This proved a popular spot, with another group of older cyclists, the “Friday Riders Orienteering Group”, (FROGS), also there.

From the cafe we hugged the shores of the river, through Nedlands then clambered up a flight of steps for a superb view across the water. On along Jutland Parade to Claremont where one rider had gear trouble and was unable to continue; so a kind local lady resident took him to the station.

We then followed the railway cycle path to Cottesloe and rode down the coast to Fremantle and the E Shed market for lunch. Lots of chatter as everyone enjoyed the ride scenery, pace and company.

After fuelling our systems we were ready for the next leg along the south shores of the river, through East Fremantle and on to Blackwall Reach, a rumoured bottomless part of the river. A steep hill, up then down, led us to Point Walter for a brief stop, before riding along the cycle paths of the river foreshore through Attadale, Heathcote Reserve and passed the Raffles Hotel. From there it was a simple matter of crossing over and then under Canning Bridge to the station.

It was a very pleasant day's ride with several members doing this ride for the first time. The total distance was 48 km, but it didn't seem that far.



The **Serpentine Falls ride** was held on 17 August and Andy provided the following report. Over 25 riders set off from the Lakes Cemetery for the 73 km return ride to the Serpentine Falls and Serpentine National Park. A mostly bright, sunny day with light winds made for a pleasant ride and a procession of 5 groups of various speeds.

Thanks to George P and Lyn E for the last minute call up for the Chuck Wagon duty. The first two groups passed the morning tea stop in Hopeland Rd before the wagon arrived, so some riders bought coffee from the Serpi General Store. The other groups enjoyed a welcome break for a hot drink and biscuits before continuing.

All arrived along the scenic entrance road to the National Park after a 40km ride. Quality hamburgers with salad followed by cakes, all supplied by the club, were a treat and gave energy for the return ride. A few riders ventured along the path to see the full flowing falls but many elected to sit in the park sunshine and chat with friends.



Again several groups set off for the return along Karnup Rd to the Freeway path and back to the start after a circuit ride. Not many riders are used to such a long distance at this time of the year and some rode further than ever before including Paula P and Liz A. Great stuff!



Arthur reports on the **Kings Park wildflower ride** undertaken on 31 August. Sixteen of us met at the train station and we caught the train to Canning Bridge. We had morning tea at the Bayside Café, then a great ride all around Kings Park. The wildflowers were beautiful.

From there we rode to and around Lake Monger and then to Oxford Street in Leederville for lunch. The variety of food there is terrific.

Caught the train back and arrived back in Mandurah at 3 pm. We had a good day out.



Tadier's Tips



Ride Safely in Traffic or How to Avoid a Bike Car Collision

A big concern of cyclists is how to stay safe when riding in traffic. Here are a few tips on how to avoid car-bike collisions.

- **Be visible.** When a driver hits a cyclist his/her first words are usually “I didn’t see him/her”. Both drivers and cyclists need to be aware of their surroundings. Cyclists can take a few steps to make drivers aware that they are there.
- **Get daytime running lights.** White in front and red for the rear, visible from 200 meters away, with a flashing mode which gets the attention of drivers. You can get flashing front and rear lights with built in video cameras which record your ride, these are a bit more expensive but worth the cost.
- **Wear visible clothing.** It’s easy to blend in with the surroundings when riding on a road. Create a contrast by wearing light clothing (with maybe reflective strips) or Hi-Viz. Proper Hi-Viz cycling jerseys are available in a variety of colours. Just **DO NOT** wear black.
- **Be predictable.** Follow the road rules. Flow with (never against) the traffic. Obey signs, traffic signals and road markings. As much as possible try to hold a straight line (obviously skirting around obstacles like potholes and storm drains). Avoid weaving in and out of parked cars. Clearly signal your intentions to pull out to avoid an obstacle or to turn, so drivers know what you are doing.
- **Mind intersections.** A lot of accidents happen at intersections, one of the most common is a car turning left into you without seeing you. The other is an oncoming car turning right into you as you are going straight. Or a car simply pulls out into the intersection directly in front or into you. Be aware to try to avoid these if you can
- **Ride further to the right** - Riders tend to hug the edge of the road, as far left as possible. But in traffic, especially if you are moving at the same pace as the cars, it is safer to move into the lane where you are fully visible. Riding in the lane is also smart when the road is simply too narrow for cars to pass at the prescribed distance (1m for under 60 km/h or 1.5 m for over 60 km/h speed zones).
- **Stay out of the blind spot.** When stopping at a traffic light or stop sign avoid stopping right next to the car on your right. The driver may not see you and may turn left into you, Stop behind the vehicle so that you can see its indicators. If the driver fails to use indicators you will be able to see what the driver is doing.
- **Be careful passing on the left.** When riding on the left of traffic, especially if you are in a bike lane you may occasionally pass traffic especially when it is slow. Be vigilant for cars parked on the left, intersections, driveways, car parks and other places cars may exit from so that a driver doesn’t inadvertently turn into or in front of you. **Note from Dept. of Transport Cycling Rules:** cyclists cannot overtake on the left side of a vehicle if that vehicle is indicating or appears to be turning left except for locations such as traffic lights where motor vehicles are stationary at a red light.
- **Give yourself a door buffer.** When passing vehicles parked on your left give yourself ample space to avoid being “doored” by someone opening their door.
- **It pays too to** keep an eye out for someone stepping out without looking. How many times does that happen especially on a shared path?

Safe and happy cycling.



Events



While the colder winter months impact the number of rides and riders, highlights at this time are the **casserole and soup days**. Both events were held after the Tuesday ride and 65 members attended casserole day with 46 members attending soup day. Those attending had a choice of 16 casseroles and 11 soups. It was nice to see male members contributing with Arthur supplying a casserole and a soup, and Brian preparing a casserole.

Thank you to Lyn Edwards for her superb organisation of these events. Many others helped the days go well with some helping with the setting up of tables and others assisting with the clean-up and the washing of dishes. It's great how everyone comes together to help which is really appreciated.



On Tuesday 24 July a **bike maintenance workshop** was held at the club and Rolan Hulme provided this report.

Two presentations were held.

The first held by Terry Lindley and was attended by 15 members. Terry gave an informative and comprehensive demonstration on a member's bike. Terry showed the correct method of cleaning a bike as well as the various checks to make while servicing your bike. Terry also prepared a written guide for publication which has been distributed to all members by email.

The second presentation was by Peter Bartlett who demonstrated how handy it is to have the correct tools to repair your bike. It was most interesting to see the correct way to break a chain and then replace an old chain with a new one. Another tool shown was a special tool to remove a rear sprocket. The emphasis was on doing the repair quickly and safely.

Geoff Newby and Noel Benporath were on hand to help members with any questions.

Thank you to all involved for an interesting and informative demonstrations

On 11 September there was a workshop presentation on **the joys and limitations of E-bikes**. Jo Smith reports that the workshop was conducted for twenty members by guest speaker Bill Philip from Mandurah Scooters. The presentation was followed by a lively discussion. We all came away with a better understanding. An E-Bike is quite simply a fun way to exercise and keep you riding for longer. However, a word of caution, remember an E Bike is a bicycle with power!



Bits and Pieces



Evaluation of Cyclemania 2018

Colleen Glasson

A questionnaire was distributed to all members in July to evaluate the effectiveness and preferences for Cyclemania.

The main outcomes of the survey are as follows:

- Forty-three club members responded to the survey.
- Most respondents do read Cyclemania and they tend to read it all rather than skimming it.
- The main purpose of Cyclemania, according to the respondents, is to report on events held by the club followed by informing members of the actions of the committee.
- Most respondents like to receive Cyclemania by email, although there were a significant number who would prefer a printed copy.
- Most respondents would like to receive Cyclemania once every two months rather than more frequently.
- The preferred length of Cyclemania is between 4 and 8 pages long. There were some comments indicating the current length of Cyclemania is too long.
- Most respondents want reports from the president, ride captain and committee included in Cyclemania. Many respondents also like to see reports on club events, profiles of members and helpful hints and tips about bike maintenance and cycling techniques. Jokes and cartoons, news from club members (such as birthdays, grandchildren etc.) and member's recipes were not as popular.
- Most respondents thought there should be a mixture of contributions from editors and club members and many respondents indicated that they were willing to contribute articles when required.

Thank you to all those members who responded. The committee will use these results to make recommendations for future editions of Cyclemania. A full copy of the evaluation report can be obtained from Jo Smith.