

Chattin'



Chains

Volume 33 Issue 4 August 2019

President

Steve Ottaway
0409 295 877

Secretary

John Bailey
0403 159 501

Treasurer

Graham Baws
0417 901 875

Ride Captain

Brian Smith
0481 060 655

Editor

Vicki Richards
0412 767 790
vickirics@optusnet.com.au

Club postal address

52 Todd Ave, Como WA 6152

Club web site

O55Perth.bike

Committee Buzz

- Members to be invited to nominate to attend St John Ambulance "Essential First Aid Course". The Club will fund up to 16 people at \$75 each. A notice to this effect will be placed on the notice board and web site.
- Grant application to be lodged with Bankwest Easy Grants community support. 2020 Busselton 35th Anniversary ride was put forward as a worthy recipient. A draft application for a \$1,000 grant formulated.
- E-bike policy: following circulation to the membership, over 30 comments have been received from members. The Committee will consider further action following this.
- More ways to get people to volunteer for Car Watch duty were proffered. The offer of enticements was discussed together with more announcements at the start of Wednesday rides. The use of the Club's Facebook page has been helpful in getting the message out for support.

President's Report

Firstly, thank you to John Morhall and John Bailey who kept things on track during my absence in June and July and possibly proved that I was dispensable!

Secondly, thank you to John Yeats and Nola Watkins who were instrumental in organising another Barge and Bike adventure in Europe for over 40 members of our club, during June and July.

The committee continues to be extremely busy with discussing and developing a policy about the place of E-bikes in our club. It was extremely gratifying to receive over 30 written responses from members and these will help us in our future deliberations.

Another project undertaken by the committee has been accessing discounted camera/lights from Cycliq. Member interest appears to be high and is being gauged before orders are placed.

Rider safety is still a major concern for the ride captain and his ongoing efforts are appreciated and supported by all committee members.

Ride Captain's Report *Brian Smith*

Report for June 2019 (*Note: June 2019 figures impacted by wet weather.*)

PERIOD	RIDERS	KILOMETRES
June 2019	551	29,958
YTD 2019	6,152	340,803
Jun 2018	793	40,468
YTD 2018	6,196	332,825
Jun Variance	decrease of 242	decrease of 10,510
YTD Variance	decrease of 44	increase of 7,978

Accidents

Three accidents for the month of June:

1. Rider travelling along South West Highway fell when accidentally rode off the drop from the bitumen road to the gravel below.
2. Lead rider collided with car that pulled out in front of peloton and suffered serious injuries. Rider transported to hospital and has been diagnosed with a fractured bone in his neck. Police attended the accident scene and have recorded the incident. Rider will have a minimum of 12 weeks recovery period. No fault on the part of the rider.
3. An off-lead dog caused a rider to fall. Minor injuries sustained.

There have been two accidents recorded to 10th July.

1. Rider had dismounted to walk through the carpark at Leederville and tripped, falling on her bike. Minor grazing and bruising.
2. Tail ender collided with a post on the West Coast Highway cycle path after becoming distracted and not hearing the calls that were made. Rider was transported to hospital by ambulance and has been diagnosed with a fractured hip/femur. Possible hip replacement required.

Report for July 2019

PERIOD	RIDERS	KILOMETRES
July 2019	760	39,392
YTD 2019	6,922	380,883
July 2018	548	28,217
YTD 2018	6,744	361,042
July Variance	increase of 212	increase of 11,175
YTD Variance	increase of 178	increase of 19,841

Accidents for the month of July:

1. Rider fell when unable to remove his foot from a cleat quickly enough on a turn to a steep uphill section of path. He fell at zero speed and suffered a minor graze to one knee.
2. A group was riding on the West Coast Highway and the tail-end rider collided with a post. He was distracted by two surfers in the ocean and did not hear calls of "post". The rider suffered a damaged left hip and femur and subsequently underwent surgery to replace his left hip.
3. Rider had led a group back to the Leederville start point, dismounted to walk past a bollard. She overbalanced during this manoeuvre and fell on her bike. The rider hurt both knees and the handle bar impacted her chest. The rider was quite sore but OK.
4. Ride leader braked at a roundabout after calling "slowing" then "stopping" when a car approached rapidly from the right. The following rider was distracted and following too closely and failed to stop before colliding with the lead bike and falling. No injuries were sustained.
5. A pedestrian crossing the bike path at Claremont railway station caused a group to brake suddenly. One rider touched wheels with the bike in front of him and fell. Minor injury being a graze to his right leg.
6. The group was riding south on the footpath in front of MLC college, in single file, when a rider decided to pass under the footbridge rather than stay on the left. The rider was mid group and a couple of other riders had done the same thing prior to him deciding to follow, however most riders stayed on the left and did not cross the lip. The footpath under the footbridge is raised approximately 4 cms above the surrounding area and the front wheel of the injured rider failed to mount the lip and he fell while travelling at low speed. Post-accident, he explained that he was distracted by the overhead footpath and failed to negotiate the lip.

The number of accidents being recorded indicates that riders are responding to the request to report all falls, which is a positive. However it is evident that giving a pre-ride announcement on safety is not having the desired effect on riding behaviours/awareness. I intend to push for group discussions at coffee breaks on how rides are going to that point and what improvements could be made.

Treasurer's Report *Graham Baws*
July 2019

1. Bank balances at month end

<u>Account</u>	<u>June</u>	<u>July</u>
Current	3,263	3,243
Deposit	17,875	17,889
<u>Total</u>	<u>21,138</u>	<u>21,132</u>



2. Income & Expenditure and Balance sheet

Nothing of significance to report

We paid a deposit in the month of June of \$650 to secure Tompkins on Swan for the Club's Christmas function on 4th December. This is a reminder that payments to attend the function will need to be made directly into our bank account and not be tendered in cash.

Membership Report *Mike Lewis*

Members as at 21/8/2019

<i>Current Member Status</i>	<i>Count</i>
Financial	343
Over eighty	34
Over eighty Social	12
<u>Social</u>	<u>12</u>
<u>Total</u>	<u>401</u>

Members as at 21/8/2018

<i>Current Member Status</i>	<i>Count</i>
Financial	328
Over eighty	35
Over eighty Social	5
<u>Social</u>	<u>11</u>
<u>Total</u>	<u>379</u>

New (or returning) members since June 25, 2019

Philip Karstadt, John Albrow, David Powell*, Ian Hewitt

*denotes former member

Merchandise Report *Shirlene Scanlan*

Jerseys

3 new members provided with club jersey.

There are still some jerseys paid for but not collected from April orders. Reminders sent.

Having stock on hand to provide new and current members with their club jersey in a timely manner is appreciated by the club members.

Some sizes depleted, so new order to be sent to Blackchrome.

Badges

Grateful thankyou to **Stuart Garner** and **Sam Paolino** for their effort and commitment in setting up badge ordering online.

Advocacy Report *John Morhall*

WestCycle continues to accommodate the integration of the now defunct Bicycling WA into its organisational structure. Resulting from this, the personal membership structure of Bicycling WA has been integrated into West Cycle. Individual membership of West Cycle, providing 24/7 personal accident and public liability coverage is available from \$125/a.

The Recreational Road Advisory Group, in which I represent the Club, held its first meeting on 31st July. The Road Cycling – Recreation Advisory Group is responsible for the oversight of recreational road cycling in Western Australia, providing strategic input into the Board of WestCycle and operational input to the staff of WestCycle. The Group membership comprises Jo Moore, Ian Wee, Lindsay Davies- Moore, David McNarry, Sarah Standish, Anthony Smithson, James Fairbairn, and myself. The initial meeting was concerned with development of a strategic focus for recreational road cycling for the future beyond 2020 when the current strategic framework expires and initial protocol issues.

Welfare Officer Report Kevin Davis <> 5 cards sent and 7 calls made.

Web and Communications Report John Morhall

Stuart has added a link to our Facebook Group page. Also announcements for Car Watch, First Aid Courses, Facebook and Muresk Camp added. Facebook Group has been actively promoted. Currently 59 members, up from 17 when promotion began. This is still a small percentage of the club but it does allow members to post their own content. It can be an effective tool for engaging members in the club.

E-Bikes

A recent email to club members regarding e-bikes has generated quite an amount of discussion and comment. The committee would like to assure all members that there are no plans to change the current policy for e-bikes for existing club members.

This is set out in the by-laws, section 2.2, as follows:

2.2. An existing riding member may request approval from the committee to use an electric bike for club rides if this will enable them to continue riding when they would otherwise be unable to do so. Such a bike must comply with European Standard EN 15194. Officers designated by the committee may jointly grant approval on behalf of the committee.

Thanks and regards,

John Bailey
Secretary
Over 55s Cycling Club

Barge & Bike - A brief history - 2013, 2015, 2017, 2019



Bike & Barge trips organised by Nola & myself began in 2013. In 2011 Nola had been invited to join a trip organised by some members from the Bunbury club. She had really enjoyed this and it was her suggestion that we see if any of our Perth members would be interested. We obtained information from those who organised the Bunbury Bike & Barge, contacted Eurosail and advertised several trips. The response was overwhelming. In the end there were about 60 members who joined us in 2013.

2013 - We organised 3 trips to cater for approximately 60 members.
- 1. Paris to Brugge, - 2. Amsterdam Tulip tour and - 3. Amsterdam to Miltenberg.

2015 - We had one barge (24 people) do a trip on the Moselle River.



2017 - There were two barges (40 people) complete the Champagne Tour around Paris.

2019 - We again had two barges (52 people) join in our Italian experience. This year's B & B was slightly different in that the first week was Bike & Hotel with luggage transfer. The second week saw a return to the traditional Barge & Bike.



Over this period some 176 people have participated in these trips. Nola & I have collected and transferred in excess of half a million dollars to Eurosail over these 8 years.



2020 - We are embarking on new adventures transport, rather than barging. One of our mentioned that he also guides in Africa. We information from 'The African Bikers' on of these and already have sufficient people be somewhat different, with animals the



in Africa, with hotels and luggage guides (Walter) on this year's trip contacted Walter & he forwarded trip trips that they offer. We have selected one interested to make this happen. This should main focus rather than history.

John Yeats & Nola Watkins

The history of the Winged Wheel

The winged wheel emblem has long been one of cycling's most trusted symbols. Cycling UK's Historian Sheila Hanlon looks at the history and use of the famous winged wheel and its importance to Cycling UK's heritage.



Early club insignias and the birth of the Winged Wheel

When Cycling UK was founded in 1878 as the [Bicycle Touring Club \(BTC\)](#), choosing a club logo was a top priority. Branding was an important part of early cycling club culture and identity. Official colours, uniforms and badges marked organisations as legitimate, fitted the organisational structure of clubs, and gave members a sense of belonging.

Most Victorian cycling clubs had insignias, ranging from stylised bicycles to club initials to coats of arms.

For their first badge the BTC settled on "a small silver shield with the letters B.T.C on a diagonal line." The club rulebook stipulated that the badge was not to be worn on Sundays. Before long, the badge evolved into a larger shield with the club name written out in full. The badge was manufactured by Marsten, a Birmingham jeweller, and came in several qualities ranging from "warranted sterling silver" to "best plated." Special badges were made for consuls and councillors, some in red or blue enamel. Prices ranged from two shillings and sixpence to one pound and fifteen shillings. In 1883, the BTC rebranded itself the Cyclists' Touring Club (CTC) to accommodate tricyclists. The original shield badge was retained with the club name updated. Like the earlier version, it came in several qualities and price ranges.

The newest addition was a sterling silver badge with blue enamelling. Members of rank could have their badges customised to show their position, such as 'RC' for regional councillors. Photos from the era show club members proudly wearing the badge on their lapels or hats.

*By 1885 a redesign was in order. R E Phillips, a CTC life member and publisher of *The Cyclists' Pocket Road Guides*, set to work. His iconic winged wheel design was launched in the CTC Gazette in 1886. It featured three wings joined at the hub of a bicycle wheel and surrounded the club's initials. The winged wheel soon became cycling's most famous symbol.*

Winged Wheel badges

The new Winged Wheel insignia was integrated into an ingeniously engineered membership locket badge. This round badge was about an inch in diameter. It consisted of two filigree wheels hinged together to hold an annual membership disc. Members pinned the badge to their uniforms as proof of identity to redeem discount at CTC approved hotels or for other club benefits.

In 1910 a cheap tin winged wheel badge was introduced. The year was printed on the front and membership number on the back. A few rare examples from the era include a small crown, which was added when King George V was appointed Royal Patron.

Enamel badges became popular in the 1920s, showing the winged wheel on a black or blue background with Cyclists Touring Club spelled out on a white border. The font was changed to Gill Sans in the 1950s, a helpful clue for dating badges.

Collecting CTC badges is a rewarding pastime for many cycling enthusiasts.

The Winged Wheel, a sign of quality

One of the services that the CTC offered to its members was a system of hotel recommendations and discounted tariffs. By 1881, club founder Stanley Cotterell had nearly 800 establishments under contract.

The hotel directory appeared in the annual CTC Handbook. To be listed as "CTC Headquarters" establishments were required to have a room reserved at all times for the exclusive use of club members. "CTC Quarters" offered accommodation and meals to cyclists at a lower tariff. The programme was later expanded to other services, such as repairers and tailors. This system helped cyclists get out on the road secure in the knowledge that hotels and businesses welcomed their patronage.

The worst fate to befall a CTC appointed hotel was to be removed from the directory. This happened on rare occasions where service to cyclists fell below CTC expectations. In 1898, the Hautboy Inn, Ockham was famously blacklisted by the CTC. The landlady refused to serve [Lady Frances Harberton](#) on the grounds that she was wearing a rational cycling costume. The CTC took the inn to court, removed its listing and repossessed its winged wheel sign. Damage to The Hautboy's reputation was instant.

Other winged wheel merchandise and uses

Wealthy Victorian cyclists could invest in gold or quartz scarf pins and watch pendants. The emblem appeared on bicycle and motorcycle handlebar badges in the 1910s. Cloth badges embroidered with silver thread on a dark blue background appeared in 1924. In later years, club colours of yellow and blue were used for the cloth badges. CTC cufflinks went on sale in the 1950s.

[CTC danger and caution signs](#), first introduced around 1884 to warn of steep hills and other hazards, carried the club logo.

These signs helped the CTC gain recognition as a lobbying organisation with the safety of all road users in mind.

The winged wheel appeared in some unusual places. It featured at a CTC fireworks display at Crystal Palace in 1899. During the 1978 Centennial, a floral display competition saw gardens across the UK planted in winged wheel designs.

Cycling UK heritage range

The legacy of the winged wheel lives on today. Cycling UK continues to honour the winged wheel through its [heritage range](#). If you want to proudly wear the winged wheel, you'll find it on everything from riding jerseys to badges. Why not bring the winged wheel back as part of your cycling kit!

Contributed by Alan Cooney and [Cycling UK magazine](#)

Vale Doug Grant



With heavy hearts we say goodbye to Doug Grant, a long-time member of the Over 55s. Doug was, to all of the members who knew him, a familiar face at every ride, every camp, every get-together and even in his later years he would turn up on a ride day with his lovely wife Laurel just to be part of the vibe and, after Laurel died, he would come in to share a lunchtime sandwich with us. We called him "old Dougie" – don't know why because there was never a "young Dougie" to differentiate. Perhaps it was just a measure of how fond we were of him. Doug rode strong and fast; he was fast at 60, fast at 70 and still fast at 80, always up for the yearly Achievement Ride. He was still making annual cycling trips to Seattle to compete in road races with his son in his mid-80s. An amazing man. He leaves his two sons, Ken and Craig, and his three loved

grandchildren.



Snap Send Solve

Several weeks ago on the way to Carine after all the rain, I hit a patch of deep sand on the path and took a header into the bushes before landing in the sand. Fortunately I sustained only mild whiplash and a splinter in my nose. (If you have never tried to remove a splinter from your nose, around your glasses, you haven't lived!)

Three weeks later the sand was still there (but this time I was much smarter and walked around it). It brought to mind a comment about honky nut hazards on another path somewhere and so I decided to take a photo of the sand and also some encroaching shrubbery which was more than halfway across the path on a corner, making it impossible to see around - another hazard. I sent these to the City of Joondalup and asked if they could please fit these hazards into their busy works program. The reply thanked me and informed me that it could take up to 21 days for the sand and 25 days for the bushes. The sand was gone in 7; the other not yet.

How often do we grumble and grizzle about hazards on cycle paths – honky nuts, sand, glass, etc. often with the rider "they should do something about that!". Perhaps we need to remember that few, if any councils have cycling staff, and if they do, their job more than likely will NOT include checking out the cycle paths so how are they to know where there are problems.

With so many of us cycling we are in an ideal position to send off a few photos with location of any hazards we come across. An easy and efficient way for you to notify local councils or other authorities of issues that need addressing in your community is to download the **Snap Send Solve app**. It doesn't take much to do and mostly always there has been appreciation and a reasonable outcome.

Yvonne Muller

DATES FOR YOUR DIARY

Muresk Camp – Tuesday, 1st October to Saturday, 6th October 2019

Nannup Camp – Sunday, 10th November to Saturday, 16th November 2019

Christmas Lunch – Wednesday, 4th December 2019

Busselton Camp – Saturday, 8th February to Saturday, 22nd February 2020

Albany Camp – April 2020

35 Year Anniversary Ride – Sunday, 3rd May to Wednesday, 6th May 2020

Muresk Camp 2019

The camp starts at 10 am on Tuesday 1st October through to 10 am Saturday 5th October. There are 3 main rides planned and on the Tuesday there is a short ride into Northam for lunch.

Overview: 4 days of riding through the picturesque Avon Valley, visiting Northam, York, Grass Valley and Toodyay. Accommodation is based at the Muresk Institute with a continental breakfast and 2 course dinner provided each day. Rides are conducted in the morning and include a break for morning tea and lunch returning to Muresk in the afternoon. Rooms at the Institute are comfortable with reverse cycle air-conditioning. All bedding and towels provided. Most rooms are single, however a few double rooms are available. Showers and toilets are communal. Lounge and kitchen facilities are also available.

To book: Place your name and contact details on the Sign Up sheet on the Club noticeboard.

Camp fees are as follows: 4 nights total cost \$360

3 nights total cost \$282

Payments must be made by bank transfer into the Club account with your name as the identifier.

35th ANNIVERSARY RIDE – PERTH TO BUSSELTON

MAY 3RD – MAY 6TH 2020



UPDATE:

There has been an enormous amount of interest in the revival of this event, and our committee has sanctioned it as a club ride, supporting it as required, and financially assisting in the payment of forward deposits to secure venues, catering etc. As of now, we have 65 people who have shown an expression of interest and a few more who have volunteered to make it all happen.

The Shires of Murray, Harvey and Busselton have been very enthusiastic with their support, and camping is approved in those locations with the catering secured. The City of Bunbury is reviewing their options as to how to best support the ride.

There has been a lot of interest in alternative accommodation at the overnights, such as B&B's, Hotels, Motels etc and I will endeavour to produce a list of options soon, to produce a clearer picture of costings for those electing to stay off site. We need about 75 participants to keep the cost of the tour at a reasonable level, so talk to your fellow riders.

To make sure we are able to fund the fixed charges, I will be asking the participants to pay a non refundable deposit of \$50 per person at the beginning of November. Details will be sent out in a flyer mid October.

Meantime, START PLANNING, GET EXCITED, AND SPREAD THE WORD !!

Please register you interest and any queries to ;

Nigel Egginton

Mob: 0438498722

Email: egg.nige@gmail.com



CYCLISTS – WA ROAD RULES

<https://roadrules.rsc.wa.gov.au/road-rules/bicycle-riders>

Penalties - Motorists

Motorists failing to overtake a cyclist allowing a passing distance of 1 metre (up to 60km/h) 1.5 metres (over 60km/h) = **4 demerit points and \$400 fine**

Entering a green bicycle box (at some intersections) = **2 demerit points and \$200 fine**

Penalties - Cyclists

Cyclists riding more than two abreast (with up to 1.5m between riders) = **\$50 fine**

Not wearing a helmet = **\$50 fine**

Failure to have at least one effective brake and working warning device (e.g. bell) = **\$100 fine**

Failure to have correct lighting for visibility = **\$100 fine**

Riding less than 2m behind a vehicle = **\$100 fine**

Passing on the left of a vehicle that is turning left = **\$100 fine**

Motorists, motorcyclists, cyclists and pedestrians have a joint responsibility to share the road respectfully and safely and obey the road rules. Cyclists are vulnerable road users, so for their safety extra precautions and awareness are required from all road users alike.

Motorists

If you're a motorist, only pass a cyclist when you have a clear view of the road ahead and if there's enough space for you to pass. You may legally cross continuous white lines to safely pass a cyclist. Remember to indicate.

Passing laws:

- When travelling on roads with a speed limit up to 60km/h, allow 1 metre between your vehicle and the cyclist to pass safely;
- When travelling on roads with a speed limit over 60km/h, allow 1.5 metres to pass a cyclist.

Other laws for motorists sharing the road with cyclists:

- Must give way to cyclists if crossing an on-road bicycle lane;
- Before opening a car door, ensure there isn't a bicycle rider in the way;
- When turning left - if a cyclist is in front, allow them to pass before making a turn;
- Must not enter the green bicycle boxes (at some intersections).

Cyclists

TIP: Riding two abreast makes people on bikes more visible. If you're a cyclist who likes riding in a group, you shouldn't ride any more than two abreast. When the road narrows, do the courteous thing and move into single file. It keeps everyone safe and allows drivers to pass you safely.

- Must wear a helmet that is properly fastened;
- Must have at least one brake and a warning device (bell/horn) working;
- Must use a front white light and rear red light which can be seen for 200m during the night and in conditions of poor visibility. A red rear reflector visible for 50m is also required;
- Can ride two side-by-side on the road, with up to 1.5m between riders;
- Can't ride less than 2m behind a vehicle;
- Are not allowed to pass on left of a vehicle that is turning left;
- Must give way to vehicles exiting a roundabout;
- Should ensure visibility by wearing reflective or fluorescent clothing;
- When travelling on the road, can be on the left of a road's edge line.

An ageing population?

Mike Lewis Membership Officer

Below are some results of an analysis of the age profile of our club. This is possibly the first time we have had 100% of members' dates of birth to carry out such an analysis.

Age Data*				
2019				Sep-16
	All	Male	Female	All
Average	71	72	69	Average 69

*Excludes social members

The average age of all members is currently 71, males being 72 and females 69.

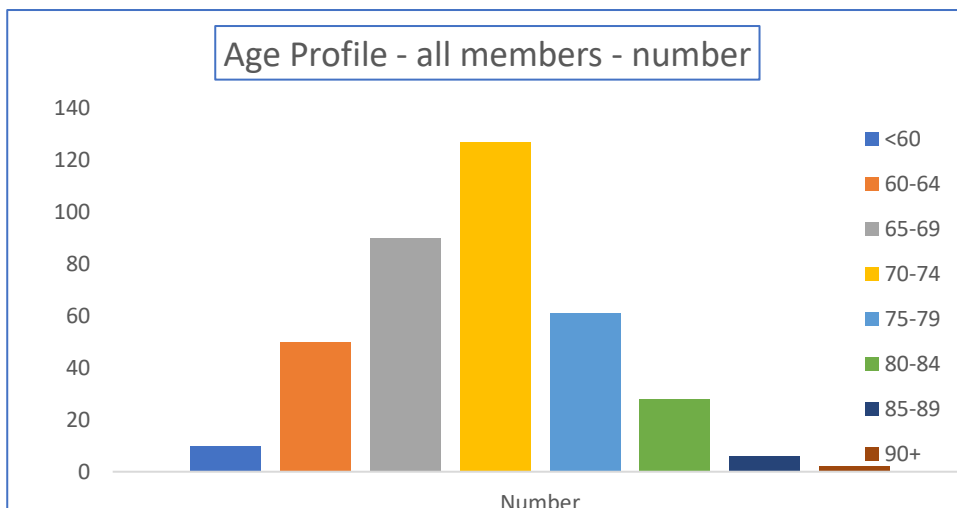
A similar comparison based on September 2016 data shows the average age of all members as 69; however, at that time, over 25% of members' dates of birth were missing.

The numbers and percentage in each age group are as shown below;

Age group	Number	%
<60	10	3%
60-64	50	13%
65-69	90	24%
70-74	127	34%
75-79	61	16%
80-84	28	7%
85-89	6	2%
90+	2	1%
Total	374	100%

Quite clearly, the biggest number of members (127) and biggest percentage (34%) are in the 70-74 age group.

For those who like pretty pictures, the numbers above are shown graphically below.



What is immediately clear from the above data is the very small number (10) and percentage (3%) of members who are aged between 55 – 59, which leads to an analysis of the joining ages of members, as shown below:

Age when joined				
	All years	2015-2019	All years	2015-2019
Age group	Number		%	
<60	89	23	24%	16%
60-64	132	40	35%	28%
65-69	98	45	26%	31%
70-74	44	28	12%	20%
75-79	7	5	2%	3%
80-84	2	2	1%	1%
Total	372	143	100%	100%

Compared to the joining age of all current members, the age of new members from 2015 – 2019 has been rising. Whereas 24% of all members joined aged less than 60, since 2015 that figure has dropped to 16% and 31% of new members since 2015 have been in the 65 – 69 age group compared to 26% of members overall. In fact the average joining age of members since 2015 is 65.5 years compared to 63.6 years for all members.

And once we have them hooked on riding, how long do they stay? We can tell you that the current members have been in the club for an average 7.5 years And the table below shows how many members we have who joined in what year – with one member who has been in the club for 27 years.

Year Joined	Full Years member	Count
2019	0	22
2018	1	38
2017	2	30
2016	3	32
2015	4	22
2014	5	27
2013	6	20
2012	7	23
2011	8	24
2010	9	18
2009	10	22
2008	11	13
2007	12	10
2006	13	16
2005	14	7
2004	15	6
2003	16	8
2002	17	6
2001	18	8
2000	19	2
1999	20	4
1998	21	3
1997	22	7
1996	23	2
1995	24	1
1994	25	1
1992	27	1
Total		373