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Volume 34 Issue 3 June 2020

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Committee Buzz

- Venues for future rides, meetings and events discussed resulting from recent parking fee restrictions at Raphael Park and Burswood. Committee meetings will continue at Raphael Park until alternative is found.
- 25% mark-up on all merchandise items was approved. Website to be updated.
- Discrimination and Harassment Policy update: Discussed need to ensure members understand Club's expectations about behaviour in this regard. Details will be communicated to members when policy finalised and approved.
- Archiving of old membership forms discussed. Electronic storage was suggested as one option. Discussion ongoing.
- Position of Webmaster to be advertised.
- Suggested that a female organiser be sought for Busselton Camp 2021 as males seem to have dominated in the past.
- Photos of club riders on Burswood Park/Victoria Park website.
- Muresk Camp dates now 14-18/09/2020
- Ride program revised and re-issued.

President's Report *Neville Taylor*

General.

The easing of Government restrictions imposed as a result of the Covid -19 pandemic will mean that the Club can return to the normal winter timetable without staggered start times.

I would like to thank the Committee for the extra workload that they have shouldered during this stressful and changing period of time, including the loss of the use of Raphael Park as a ride Start Point due to Council imposed restrictions.

Harassment and Discrimination.

As a relatively large sporting organisation we are required to have in place a policy addressing this issue. Therefore, a sub-Committee has been formed to investigate and develop a Policy that will be presented to the Committee for approval and adoption to meet the needs of our changing society attitudes and expectations.

Finally thank you to all our Club Members for the patience and understanding that you have shown and now we can get back to the serious business of cycling, friendship and socialising.

Treasurer's Report *Graham Baws*

Bank balance May 2020 \$41,487

Deposit account includes \$17,025 income in advance relating to the 35th Busselton Anniversary Tour which has been deferred.

Merchandise sales \$1,413 as members purchased winter gear and got in before the price changes.

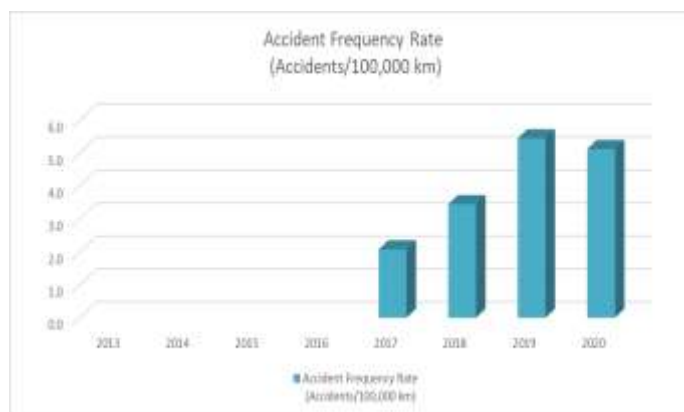
The website now shows revised prices which will be reviewed annually and may be adjusted when the club has to pay increased prices.

Ride Captain's Report *Michael Le-Page* Summary

The May rides were restarted in a limited way with seven per ride group expanding to ten with no ride assembly of more than 20 people. From 6th June 2020 almost normal ride arrangements recommenced except for maintaining individual social distancing and assemblies of less than 100. On a year to date basis 3,299 riders have participated in club rides completing a total of 177,073 kms.

Accident update

There have been 11 accidents this year compared to 13 last year on year to date basis. The 12-month rolling average accident frequency rate is 5.1 accidents per 100,000 kms ridden which is down from 6.1 for the 12 months of 2019. We had one recent accident resulting in a broken femur.



Ride statistics

On a year to date basis 3,893 riders have participated in club rides completing a total of 211,195 kilometres. This is less than in 2019 due to the rides' cancellations in March and April 2020

	2019 Summary			2020 Summary			Monthly Variance		YTD Variar	
	Monthly Riders	Monthly Distance	YTD Distance	Monthly Riders	Monthly Distance	YTD Distance	Monthly Riders	Monthly Distance	Monthly Riders	Mo Dist
Jan	977	53,214	53,214	1,098	60,722	60,722	121	7,508	121	
Feb	1,622	84,605	137,818	1,654	86,218	146,940	32	1,613	153	
Mar	857	47,016	184,834	555	30,717	177,657	(302)	(16,299)	(149)	(7)
Apr	1,241	70,028	254,862	-	-	177,657	(1,241)	(70,028)	(1,390)	(77)
May	1,049	58,734	313,596	586	33,538	211,195			(1,390)	(77)
Jun	566	31,096	344,691	61	3,577	214,772			(1,390)	(77)
Jul	795	41,038	385,729	-	-	214,772			(1,390)	(77)
Aug	706	36,208	421,938	-	-	214,772			(1,390)	(77)
Sep	785	40,775	462,713	-	-	214,772			(1,390)	(77)
Oct	1,088	60,564	523,277	-	-	214,772			(1,390)	(77)
Nov	920	49,411	572,688	-	-	214,772			(1,390)	(77)
Dec	600	32,190	604,877	-	-	214,772			(1,390)	(77)
TOTAL	11,206	604,877	604,877	3,954	214,772	214,772	-1,390	- 77,206		

Membership Officer Report *Michael Bowd*

Membership Summary	June 2020			
Member Status	4/06/2020	7/05/2020	Change This Month	Change This Year
Ordinary Members (\$)	342	339	3	-15
Over 80	36	37	-1	5
Social Members (\$)	11	11	0	-2
Social - Over 80	11	13	-2	-1
Total Members	400	400	0	-13
Email Only Recipients	5			

Movements this month:

New member Suzanne Long
Two pre-existing members rejoined.
Two members advised they have resigned.

We have an "E" (for 'Email Only') category on the member database. These people are not members either financial or by virtue of being OE members. They will have been past members but have signaled they'll not be involved in club activities because (for example) they've moved overseas or are otherwise indisposed but they'd like to stay on the email list because they find it interesting. My intention is to leave their details on the database and not count them as members, except if they rejoin.

Merchandise Report *Shirlene Scanlan*

Merchandise Sales for May 2020

	Online Sale	Cash Sale	TOTAL
Nose Guards	8		8
Mirrors	1		1
Badges	3		3
Whistles	1		1
Jerseys	2		2

Special Order for Winter Jerseys: Good response to email advertisement.

Promotion for Vests under consideration.

Several new members have not collected their club Jerseys. Now that our club is in full operation, emails will be sent to remind them to collect items.

Welfare Report *Sharren Miller*

Previous two months saw 34 phone calls having been made and 4 cards posted.

Web & Communications Report *John Bailey*

Website

Two responses received to the advertisement for webmaster.

Input to be sought from members on their requirements of website. Potential improvements include:

- Online payments for merchandise, events and membership
- “Members Only” area so that not all information is public.

Facebook



Events Co-ordinator Report

Mark Sivyer

Organisation for North/South BBQ ran smoothly. Query whether those who want to go to the Mursek Camp could stay elsewhere. There was no objection.

John Yeats has produced an information sheet for Albany that could be used as a model for future camps.

The Munda Biddi – John Bailey

It's finally over. Two and a half years ago Kelvin & I started riding the Munda Biddi from end to end and now it's done.

The Munda Biddi Trail is a roughly 1000 km mountain bike trail that runs between Mundaring and Albany. It follows gravel roads, disused timber railway formations, bitumen and extremely steep abandoned roads which look more like a creek bed. Along the way you get to experience WA's speciality “Pea Gravel”, which is like riding on ball bearings as well as through deep sand and towering forests.



Roughly every 50km there is somewhere to stay. Sometimes that is a town with hotels, motels or caravan parks, but otherwise there are huts designed for cyclists with sleeping platforms, rainwater tanks and a toilet. The track is maintained by volunteers who keep it clear of trees and undergrowth. They also maintain the track markers which show the way.

We rode the track in 3 stages, laden with equipment and supplies, so we were fully self sufficient. In towns we stayed in motels, B&Bs or anything that had soft beds and showers. Where there was no town we were staying in the Munda Biddi huts.



On the first stage we rode for two weeks, starting at Albany in October 2017. We hoped to get as far as Nannup before Kelvin had to get back to work. In the end we managed to get 80km further to Donnybrook. By the end of that leg we had a high level of fitness and had a good routine for getting on our way in the morning.

We resumed our journey from Donnybrook in April 2018 and planned to finish in Mundaring in about 10 days. Our fitness had deteriorated, as had our routine, and the weather was hot. That attempt lasted until late on day 7 when I hit a patch of gravel, came off my bike and injured my knee. After a night at Dandalup hut the knee was no better and we decided that it would not stand up to the rigours of the very difficult sections ahead.



It was over two years before we got to do the final 3 days. In mid-May this year the Munda Biddi huts reopened after their COVID-19 shutdown. There was a fine weather window so we decided "It's time!".

We were dropped at North Dandalup dam and headed off determined to reach the end. Everything went smoothly on the first day to Jarrahdale, despite it being one of the worst sections of the track. After a comfortable night at a B&B in Jarrahdale we rode through a pleasant section, mostly old logging railway formations.



We had lunch at Wungong hut and were on track to arrive early for one last night in a hut. Unfortunately, the easy ride didn't last. My rear derailleur started playing up. We thought it was the shifter cable and changed that in the bush. That didn't help and it turned out that the return spring had fallen out. That meant that the derailleur could be shifted onto the larger cogs but would not shift back onto smaller cogs. That was not going to stop us. Everything was fine climbing hills, but on flat stretches I would spin my legs furiously and only reach 13km/h.



We arrived at Carinyah hut just on sunset. Exhausted (again) we settled in for our gourmet dinner: chicken soup, followed by freeze dried something and rice and topped off with Christmas pudding and custard.

After a freezing night, a late start, with my "speed limiter" in place, we didn't reach Mundaring until late afternoon. After the obligatory photo at the northern terminus of the trail, it felt good to pack the bike and luggage into a car and drive home for a nice warm shower.

The Munda Biddi is one of the toughest challenges that I have faced. Riding day after day through challenging terrain is difficult. You are never quite sure whether you are on track for your accommodation that night. For a while you might be sailing along and do 20km in an hour, then the next 10km takes 2 hours. We were on the road for 8 or 9 hours most days which is physically exhausting.

The question now, is can we do an end to end from Mundaring to Albany all in one go?



Wanted:

Ride Co-ordinator, Carine, Saturdays

Key responsibilities are :

- Brief ride groups on Saturday at Carine and send them off in a safe and orderly manner.
- Liaise with Ride Captain on any key messages that need to be communicated.
- Assist with new riders by introducing them to suitable ride group on the day.
- Contact Ride Captain in the event there is an accident.



B4HWA has emerged from Covid-19 shut-down and has now re-opened the WA bike shed where our volunteers collect, sort, repair and pack bikes for donation to communities in Africa and to schools in remote WA.

Before the two-person restrictions, the City of Gosnells ran a bike collection event and collected numerous bikes specifically for B4HWA. It was so successful that it will become an annual event. And there was another very successful bike sale at the City of Vincent Bike Swap Market. Our thanks go to the City for its ongoing support of B4HWA at these 6-monthly events.

Police Programs "Two Way Street"

The B4H Middle Swan workshop received a visit from the police during February to see our bike refurbishment program in action. Many will know that the police send unclaimed bikes to B4HWA but did you know that B4HWA also provide bikes to Community Policing Programs in remote WA such as

Laverton and Jigalong and to the Broome PCYC BMX program? During their visit police media made a short video which they released on Facebook and which had 30,000+ hits!

<https://www.facebook.com/watch/?v=642461483260650>

The Ride

On July 5th a group of 8 cyclists will be hitting the road, riding from Fremantle to Kalbarri via the wheatbelt over 5 days on electric and road bikes and hoping to raise \$5000 for Bicycles For Humanity. Starting at Ebikers at Bathers Beachhouse, Fremantle the group will head first to Middle Swan headquarters before cycling to Toodyay on day 1, then Dalwallinu, Morowa, Northampton, and finishing up at Kalbarri on day 5. Day 6 will then see the intrepid riders head to the newly finished Kalbarri Skybridge.

The ride is organised by Johnj Schelfhout from Ebikers, Fremantle and consists of friends and family from Ebikers, the Rotary Club of Heirisson and B4HWA via Rotary Club of Crawley.

You can follow the progress via the Ebikers Facebook page www.facebook.com/ebikersfremantle.

Donations can be made

www.givenow.com.au/crowdraiser/public/greatperthto-kalbarrieventure.

Donations over \$2 are tax deductible.

Any media coverage, support or just to give us a hello as we ride through would be very appreciated. ■

UPCOMING EVENTS FOR YOUR DIARY

Muresk Camp - Mon 14th to Fri 18th September

Achievement Ride Day - Wed 21st October

35th Anniversary Tour - Sun 8th to 12th November

Christmas Lunch - Wed 2nd December

Busselton Camp - Sat 6th to 20th February 2021

Why we ride

Everyone has their own motivation to ride. What's yours? You ride because you love it. You ride because you need it. You ride because you want it. Sometimes you ride because you don't love, want or need it, you just do it because that is what you do. You ride because it helps with your weight. You ride because it makes you well. You ride because you need the therapy. You ride because you need the escape. You ride because she rides. You ride because she doesn't. Or he does or he doesn't. Or you ride because they do. Or because they don't. You ride to find God. You ride because there is no God and because everything is futile and yet that matters so much and you may as well ride anyway because your time here is finite. You ride because you love the earth. You ride because sometimes you don't like yourself and, boy, can you ride fast when you are angry. You ride because you kinda secretly enjoy shaving the pins and because you love taking an age to get your bartape perfect. You ride because you love the sound of a freewheel thrumming on a summer's day, love even more the sound of a hundred of the things humming together in the quiet moments of a race. You ride because when the sunlight comes through the trees above and dapples the road and the rays catch the spokes, you almost think, however fleetingly, that you might just understand this entropic and essentially unknowable universe. You ride because it needs no language to be on a bike with someone and to look over to them and to smile and to get one back, and you ride because the bike is your language, and you ride because no one who does not ride can fully understand why the hell you ride. You ride because this is your brotherhood, your sisterhood, your togetherness. You ride because you miss the hurt. You ride because you don't fit in anywhere else. You ride because you dared once to dream and you don't ever want to stop.



You ride because you fell in love with the most beautiful, the most epic, the daftest, most furious, most poetic, romantic, brutal, life-affirming and soul-destroying sport of all, the sport that drives its flawed geniuses to destruction and its devotees to distraction. You ride because this is the love affair of human with machine and it's the one toy from childhood we get to keep, that grown men and women still get to play with all over the world no matter how old, no matter what culture, race, creed or ideology. You ride because it's the thing that gave you the freedom to leave your neighbourhood and to explore the world around you and when we ride, all grown up and adult, it's the same barnstorming thrill you had when you sped down your block racing home from school against your best friend to see who could get back first. You ride because you still feel that same rush, that same freedom, the same breath of Sheer and Unadulterated Life. You ride because the bike connects this you to that you. You ride because you are you and because you ride. And so do we.**

Lee Rodgers is a former professional on the UCI Asia Tour and now blogs and coaches at www.crankpunk.com. He is a co-founder of Bond Bike, a new brand creating full custom aluminium frames: www.bond.bike.com.



Our Annual Barbecue North & South (which is a fancy name for a sausage sizzle get together) was held under bright and blustery conditions. It was a grand turnout, some groups opting to ride into Burswood from their usual Saturday morning departure points whilst others chose to drive in and cycle to various Leaders' Choice destinations for coffee before returning to Burswood for lunch. The sausages sizzled to accompany the requisite buns and onion, dressed up with sauce and mustard. And, of course, not forgetting the mandatory afters of cake and slices, tea and coffee. A big thanks to all our great cooks and caterers who put their culinary skills together to make it an enjoyable event.

Tuscany is, without a doubt, one of the most beautiful and avidly photographed regions in all of Italy, and rightly so. A 5-day sojourn could never do it justice. But cycling in the winter sunshine with our guide, armed with nothing more than an e-bike, an iPhone and a resolve to experience all the history and culture, delicious food and wine and the absolutely stunning, breathtaking, awe-inspiring vistas ever on offer, we immersed ourselves in four days of enveloping beauty.

Donning multiple layers of thermals and lycra, mittens, scarves and woolly socks to combat the 1°C on the first morning of our adventure, we set off from Siena for Buonconvento, a town 25ks southeast, then cycled east towards San Giovanni d'Asso. This was our first glimpse of the captivating Val d'Orcia region with its gentle, cultivated hills occasionally broken by gullies and picturesque towns and villages reaching south to the volcanic cone of Monte Amiata.



We rode through undulating landscapes, dotted with clay mounds, renowned as the Crete Senesi area, stopping to photograph the neoclassical Chiesa della Misericordia and then down to the Piazza Antonia Gramsci and its quirky sculptures before exploring the Museo del Tartufo, hidden behind a formidable wooden door to the cellars of the 12th century Castello San Giovanni.

With the Castle walls behind us, we rode down a beckoning steep unpaved road to lunch in Asciano, pushing on again through stunningly beautiful

terrain, navigating exhilarating bends to our destination at the Abbazia di Monte Oliveto Maggiore ad Asciano, a large working Benedictine Monastery, the resident white-robed monks out enjoying a break in the sunshine.

My mind was overflowing with superlatives to describe the scenery as we cycled through the rolling hills to the tiny town of Chiusure above the Abbey with its stunning limestone cliffs, a stark contrast to the startling green undulating landscape. We were intoxicated and wanting more but the day was drawing to a close and it was back to Siena and a sauna and spa bath at our Air BnB.

Day 2 saw us up early headed towards Castelnuovo Berardenga and our first destination of San Gusme. Riding on a sealed road senza traffic meant smoother and faster travelling and the bonus, of course, it being winter, was practically nil roadside leafage and, thus, the panoramic views were lush, uninterrupted and mesmerising. And on the outskirts, every photographer's dream – the avenue of deep green cypress trees, sentinels along a white road, the iconic Tuscan image.



At this stage the photo-taking fingers are starting to get RSI. We considered a coffee in il borgo San Gusme at the Ristorante La Porta del Chianti but it was a bit early so decided to push on to Brolio. Availing ourselves of the bike racks out front of the Agribar L'Eroica café we crossed the road, side-stepping a gaggle of motorbike buffs, and reverently entered the hallowed precincts of the

Fattoria Castello di Brolio – 5-star ambience, not your ordinary wine cellar. We were at L’Enoteca - Barone Ricasole’s wine shop in Brolio in the heart of the Chianti Classico area.



Then there was the challenging climb up a somewhat hazardous track, made more so by the engulfing foliage, to circumnavigate Brolio Castle and down again before continuing along Strada Comunale 24. The return ride was perfect, the sun shining, the ride mostly downhill, definitely not challenging; cruising by small towns and villages; the views were breathtaking. Spread out as far as the eyes could see were the famous hills of Tuscany. We felt we were standing on the edge, the hillsides in all directions covered with undulating rows of naked vines radiating earthy brown tones in the wintry sunlight.

Saturday, our third day, was marked for discovering hilltop towns of San Gimignano, Colle di Val d’Elsa and Monteriggioni. We were living in Siena so that was crossed off our list. The drive to the medieval town of San Gimignano, known as the Town of Fine Towers, took us west through Poggibonsi situated on the Elsa River and then upwards through magnificent hillside scenes to the carpark and a short bike ride to La Rocca di Montestaffoli, a castle relic with the dubious title of a sculpture park. From the Rocca we had an excellent view of 8 of the 14 towers (originally 72) for which San Gimignano is famous.

We had seen a lot of the countryside en route to the peak, so on cycling into the Piazza della Cisterna we tossed up between an award-winning Dondoli gelato or a coffee and decided we could do without so we sat on our bikes in awe, ogling the multi-towered town edifice and the piazza surrounds.



Exiting the piazza we wound our way around to Porta San Giovanni to admire the impressive city wall, Mura di San Gimignano, then settling in to a speedy downhill trek through silvery groves of olive trees and pastures with glances over the shoulder at the truly impressive towers and on to Colle di Val d’Elsa. Cycling through shuttered streets with wrought iron lace and lanterns, we meandered upwards past the Duomo to the Colle Alto, a small terrace, serviced by a tourist lift for those less fit, to enjoy the breathtaking view of the lower part of the city and the Tuscan hills and countryside. But we hadn’t quite finished with Colle di Val d’Elsa: on the road to Monteriggioni we hopped off our bikes to dip toes into Le Caldane–Terme Etrusche-Romane, a little jewel of an Etruscan-Roman hot spring which wasn’t really hot at all. We stopped for lunch at Bar dell Orso on the outskirts of Monteriggioni. “You must try a truly Tuscan dish” we were told - zuppa di fagioli – which we did and it was a delicious thick bean soup. No need for the accompanying bread but the beer was an ideal accompaniment.

Onward and upwards. “Do you want to ride the paved road or the white road?” “The white, of course.” “You won’t make it to the top; it’s very steep.” “Huh , just you watch me”. “Oh, no!” O oh! “Are you hurt?” “No, just my pride.” And,

very chastened, we wheeled the bikes up the steeply inclined incline, not saying a word. And, yes, we were at the beautiful 13th century walled town of Monteriggioni. Fantastico! A truly unique place. Then, sadly, time to call it another day.

Our final day dawned gloomy and grey but no rain. Our destination Moltancino. The church clock on Palazzo del Priori said 10 to 4 but it was only 9.30. We stopped in front of Caffè Antica 1888 vintage, partook of an espresso and then discovered the fortress and wine bar, the exclusive Enoteca La Fortezza, specialising in Brunello wines, very classico.

One of the day's highlights was riding along part of the route of L'Eroica, an annual celebration and re-enactment of historical cycling in Gaiole in Chianti.



A further highlight was cycling along the famed Via Francigena, and we were enthralled with the stories of its history, each junction or crossroads with its own milestone to help pilgrims and crusaders on their journey to Rome.

17ks of spectacular panoramas saw us in the ancient Etruscan walled village of San Quirico d'Orcia and we tip-toed inside the open doorway of a church celebrating mass located near one of the city gates along the Via Francigena. and, from that devout hush, we wended our way through the crowded marketplace to our lunch stop.

Back in the saddle onto the next white road, breezing along in sunshine until we came to the hilltop Chiesa di San Biagio a Vignoni and surrounding alleyways.

We explored and took photos of the rugged stone-edged Via Francigena route then back down onto the road to Bagno Vignoni.

There was a definite determination to our cycling as we entered Bagno Vignoni, a healing and refreshment point for the numerous pilgrims along the route. This village is different from the others: what in traditional towns is a main square, in Bagno Vignoni is a pool 49m long and 29m wide, from the bottom of which bubble up a number of hot springs whose therapeutic quality has been renowned since antiquity. Our first thermal bath – hoorah. You cannot bathe at the main square pool but go down to the Parco dei Mulini to relax at a spring of naturally hot water – except when we stepped in it was so cold it took our breath away.

So with our aspirations crushed we pedalled back up the hill for coffee and cake then loaded our bikes in the van.

Winding down after another another marvellous day we drove through the town of Pienza its streets full of small, charming shops selling a large quantity of various types of pecorino (sheep's milk cheese), from fresh to aged, which pairs perfectly with fruit and the amazing local wine. We meandered, admired, observed and were entranced. It was late in the day. Life was good. And suddenly it was all over. The end of our Tuscan idyll. You can never stop appreciating the wonder of Tuscany. It is a stunningly beautiful part of the world. ■

Megan Kelly and Vicki Richards

