



Brisbane Bicycle Touring Association's

Cycling Times

Cycle for fun, fitness and friendship

www.bbta.org (PO Box 286 Ashgrove 4060)

February - March 2010 - Number 151

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Notice of Annual General Meeting (AGM)

7:30pm Monday 8 March 2010

**Brisbane West Senior Citizens' Hall
132 La Trobe Terrace, Paddington**

Notice is hereby given of the 2010 Annual General Meeting of the Brisbane Bicycle Touring Association Inc, to be held at the Brisbane West Senior Citizens' Hall, 132 La Trobe Terrace, Paddington, Monday 8 March 2010 at 7:30pm. The purpose of the meeting is to receive the reports from the President and Treasurer, and the election of office bearers, the officer bearers being:

President * Vice-President* Secretary* Treasurer* Rides Coordinator*
Registration/Membership* Editor*
Publicity & PR Social Convenor Clothing Officer Equipment Officer Librarian
* denotes voting members of the Committee

Nominations are to be made on the nomination form, proposed, seconded, and accepted by the nominee. All three persons are to be financial members of the Brisbane Bicycle Touring Association Inc. Nominations open on Saturday 30 January 2010, and close at 5pm on Friday 19 February 2010 at PO Box 286 Ashgrove 4060; or e-mail to secretary@bbta.org

Nomination Forms are on Page 3

VOLUNTEERS NEEDED

BDO BRISBANE-COOT-THA CHALLENGE SUNDAY 21 MARCH 2010

As this year's "Charity of Choice" for the BDO Brisbane - Coot-tha Challenge, the Endeavour Foundation is looking for volunteers - you'll receive a free Volunteer T-shirt, food, drink etc. Volunteers must be over age 16, can volunteer for as little as 2 hours to all day & are required as:

Start Site Marshalls (4:30am - 8:30am); Finish Site Marshalls (8am - 1pm);
Registration (4:15am - 8am (all at South Bank)
Jindalee, Graceville, Dutton Park Rest Stops (full day)
And numerous other volunteers required for various tasks.

Contact: Laura Magan (ph: 3908 7243) l.magan@endeavour.com.au
Or Kim Savas (ph: 3908 7162) k.savas@endeavour.com.au

REMINDER

For BBTA
jerseys and
nicks, contact
Hetty at
clothing
@bbta.org

For Equipment
Hire contact
Belinda at
equipment
@bbta.org

PRESIDENT'S REPORT

Summer and a cyclist's mind turns to getting rid of the Christmas pudding and other indulgences.

It was good to see a variety of rides posted by ride leaders over the Christmas New Year period for those who spend their time closer to home. In the future calendars you will see members again leading rides during Bike Week for Bicycle Queensland to encourage new riders to get out and about. There will also be a series of rides starting in late February and culminating in 200 and 300 km rides in April for riders who wish to challenge themselves.

One of the highlights of the festive break was the adventurous group of members cycling around the Snowy Mountains. This included a couple of intrepid souls who rode down from Brisbane for the ride. I am looking forward to an article in the newsletter and hopefully a presentation at a social night.

Finally, the Annual General Meeting is on 8 March. There are more details in the newsletter about this. I invite all members to attend and contribute to the meeting and to also consider volunteering some time in an effort to keep the Association running smoothly.

Happy and safe cycling
Brian Lowe

SOCIAL CONVENOR'S REPORT

At January's Social Night we were treated to a powerpoint presentation by Stephen Jackson who recently "toured Tassie" (or part thereof !) with Marjorie on their fantastic Bike Friday Crusoes. You can read a little of their adventure on page 4 of this Newsletter. *(Note: on a Saturday Arvo ride recently, the Editor came across Marjorie continuing to ride with panniers full of bags of sugar, flour, dried fruit etc - she doesn't want to lose the fitness gained from touring. Well done, Marjorie !)*

Geoff Unwin then answered all of our questions (and more) on chains (and more). Thank you Geoff !

Eve Morrice

AGM and Social Night
7:30pm Monday 8 March 2010

**Brisbane West Senior Citizens' Hall, 132 Latrobe
Terrace, Paddington**

Reminder : Every Social Night members are most welcome to bring along any cycling/touring items to sell. (I must bring along that rear mudguard I no longer need, or what about that jersey I bought that I've never worn because it never fitted properly in the first place)

Re-cycling is great !

RIDES COORDINATOR'S REPORT

Hi everyone, didn't 2009 go fast!! Each year seems to pass by more quickly.

I would like to thank all of those who have been putting rides on the calendar. There has, however, been a trend for fewer Ride Leaders who put on regular rides. Let's hope during 2010 some newer ride leaders step up and put on a variety of rides - especially for developing riders.

I did enjoy my first club Tour albeit "supported" - very well done !

There is a continuing trend to use of the on-line calendar where new rides can be added out of the Printed Calendar cycle. I would especially thank Kerry for his efforts when the system crashed a few times during the year.

We did add a new ride category "Q" during the year to cater for those riders developing above the MF category. It's good to see a growing number of rides in this category.

There have been two very successful functions during the year - Birthday Bash and Christmas Party. Both of these followed the model set the previous year of a number of group rides into a commercial venue. Certainly simplifies the catering and other arrangements.

Don't forget Bike Week this year where we are putting on a number of "explorer" rides. Please come along and help the ride leader with the novice riders who may attend.

Keep up the riding and help make 2010 an even better year.

Safe Cycling
Geoff Snell

NEXT RIDES PLANNING NIGHT

**7pm Monday 8 February 2010, Brisbane West Senior
Citizens' Hall, 132 La Trobe Terrace, Paddington
All Members Welcome**

FOR SALE

Shimano Wheelset R550 - 700c x 23 - Unused
9 Speed Shimano Hub. Front 800g Rear 1100g incl
skewers
\$200 cash Contact: Peter Adam : 3207 2630

Shimano PD-R540 Pedals SPD-SL Clipless Road Bike Type
- Unused - Aluminium with Chrome-Steel spindle.
Weight: 340 gram per pair
\$40 Contact: Heather Jeffcoat : 3901 1119

If you have bike gear to sell, contact editor@bbta.org
or bring it along to a Social Night.

NOMINATION FORMS

Nomination Form

Nomination Form for a Committee Position of the Brisbane Bicycle Touring Association Inc, for the Annual General Meeting to be held at Brisbane West Senior Citizens Hall, at 7:30pm on Monday 8 March 2010. All Nomination Forms must be lodged with the Secretary, BBTA Inc, PO Box 286, Ashgrove, 4060, by 5pm on Friday 19 February 2010, or e-mail to: secretary@bbta.org

I, BBTA member number

hereby nominate:

for the position of

Signature: Date: / / 2010

I, BBTA member number

hereby nominate:

for the position of

Signature: Date: / / 2010

I, BBTA member number

hereby accept this nomination.

Signature: Date: / / 2010

PROXY FORM for the Annual General Meeting to be held at Brisbane West Senior Citizens' Hall, at 7:30pm on Monday 8 March 2010. All proxy forms must be lodged with the Secretary, BBTA Inc, by 7:30pm on Monday 8 March 2010 (e-mails no later than 4pm).

I, (insert name) BBTA member number

hereby appoint (insert name) BBTA member number

as my proxy to vote on my behalf at the Annual General Meeting of BBTA Inc.

Signature: Date: / / 2010

Nominations received will be published on the BBTA website (www.bbta.org) on Monday 1 March 2010. Where there are no written nominations received by the closing date, nominations from the floor (on the required nomination form) will be accepted.

Where there is more than one nomination for a position, the election will be by ballot, and in the case of an equal ballot, the Chair of the meeting will have the casting vote.

Nominees for positions on the 2010 Committee are advised that the Brisbane Bicycle Touring Association Inc holds public liability insurance to the value of \$10,000,000.

Members who are unable to attend the meeting may lodge a proxy vote in the form of the Proxy Form. Any Proxy Form must be received by the Secretary prior to the commencement of the Annual General Meeting.

TOURING TASSIE

From 1 to 23 December Marjorie and Stephen toured part of Tasmania. As Marjorie had never cycle toured, and Stephen last toured (Britain) in 1977, it was both a learning experience, and a shake-down trip for future tours.

We used Bike Friday Crusoes, Schwalbe Marathon Plus tyres (the 'Plus' is important), 11-34 rear cassette, Vaude panniers. No problems with the bikes. Daily maintenance was chain wipe down and oil, pump up the tyres, and tighten loose bolts - this was not uncommon!

Because it was virtually a first time tour, we opted for short days, with time to smell the roses, and plenty of rest - neither of us are what we would call strong riders. We both have enough experience in basic travel and camping, so living light was not a problem. We stayed in cabins, hotels, back-packers, from the sublime to the ridiculous. The strong message is that even S riders in BBTA can do long tours (if 687 km is considered long) and survive.

From Brisbane at 31^o, we arrived in Launceston at 13^o and the wind from the south at 120 mph. Thereafter we had headwinds, tailwinds, side winds, sunshine (and sunburn if you forget sunblock), rain on only one day, and very light traffic until we reached the outskirts of Hobart, then it was Yuk. There were quite a few timber trucks and B-doubles, but we got off the road as needed.

We pre-booked accommodation, to be sure of a room at the inn, but there were many, many places en route that did not come up on the internet. There are many free camping areas, if that's your style.

The signposting is good, the alternatives few, so we didn't get lost, but often found the progressive distances to the next town ran true, until right at the end, when suddenly there were another 4-6 km added. We learned we were never there until we were there. Must be tectonic plate movement.

Few roads were straight, few were flat, there were innumerable rolling hills, and the "dreaded climbs" told to us were, when we got there, not really bad. They were easier, with a 12-14 kg load, than the front of Mt Coot-tha, with no load. But I shudder to think what the west coast would be like! We felt that clockwise travel was easier, as the approach to Weldborough Pass (595 metres?) from the south entailed a continuous 15 km climb. From the north, there were two climbs, separated by flat and then the 15 km downhill - where we stopped midway to let the rims cool down.

We had a rest day at St Helens, and another at Richmond, but found at Richmond (16 days on the road) moderate inclines assumed huge proportions - our bodies were getting really tired. In future tours, we'll aim to have 40-50 km days, ride no more than four and rest for one, and a few days rest every 10-14 days. Unless, in the meantime, we get super-fit. And THAT is unlikely!

The night stops, distance, the "riding average", and the "door to door" average follow. Of the 687 km, only 15 km was dirt.

Town	km	Riding av	Door to door av
Launceston			
George Town	64	15.9	10.4
Bridport	56	14.1	9.7
Tomahawk	47	13.8	8.5
Gladstone	33	13.1	11.0
Weldborough	38	13.0	7.4
Pyengana	22	14.1	10.0
St Helens	29	17.0	14.0
4 Mile Creek	40	17.8	16.0
Bicheno	41	16.7	12.8
Swansea	43	13.9	11.0
Triabunna	53	14.3	9.8
Orford	8		
Richmond	58	14.0	10.0
Howrah	38	15.8	11.5
Hobart	12?		
Launceston	(Bus)		
Evandale return	55	14.2	??

The climbs? From sea level at Orford, we climbed to 373 m at Weld Hill, dropped a bit, then the next day to Weldborough Pass, no sign board, but the best evidence is around 590 m, and some long time later, climbed Bust-Me-Gall Hill, and then Break-Me-Neck Hill. None of these broke our spirit. We declined going through St Marys and Elephant Pass (where the pancakes are said to be fantastic). But hills are a highly subjective thing.



It was a truly magic trip, good roads, scenery, lovely people. We have another two trips planned!

Call us if you want more info, 3376 5169, or smasj@bigpond.net.au.

Stephen and Marjorie Jackson

On-road Cycling

Extracts from *Background Briefing*,
ABC Radio National, Sunday 6 December 2009

“With a dramatic increase in cycling, comes a plethora of new safety issues on the roads. Doctors, politicians, planners and cyclists agree it will mean changing the way we design, govern and use our roads.” Reporter Di Martin.

(I listened to this very interesting program and downloaded the transcript, which is far too lengthy to re-print here, so I've just pulled out some of the more interesting and sobering points. Editor)

The program begins with how Australia is in the grips of a cycling boom, with all aspects of cycling, whether it be for commuting, leisure and recreation, families, going through the roof. For the last nine years more bikes were sold than cars, eg last year 1.4 million bikes were sold in Australia, ie nearly 40% more than cars.

There's a 48% increase in people riding into the centre of Canberra of a weekday morning than there was 5 years ago; and headcounts in Melbourne show a similar increase in just the past 12 months. Police are talking about an explosion of cyclists spilling off bike paths, and on to Australia's roads. Health specialists say there are obvious benefits to riding, but they also say Australia's roads need to be overhauled if we're to safely accommodate the newcomers. Canberra Hospital Emergency Department's Dr Drew Richardson believes we need to support the use of cycling as a mode of transport “I would like to see infrastructure that separates the cyclists and the large, heavy and quite dangerous vehicles if possible Not just paint on the road I'm talking about solid infrastructure that would segregate cyclists from motor vehicles”.

Most State governments now promote cycling as a cheap and clean mode of transport which helps alleviate traffic congestion, goes some way to address poor public health, and reduces the nation's carbon emissions. But, despite increased construction of bikeways, particularly in the cities, cycle infrastructure is not keeping up with the numbers and needs of cyclists, and hospital emergency departments reveal some alarming statistics for cycling accidents.

While the pots of money are growing to build on-road bike lanes and other bike infrastructure, it comes off a very low base. Even in cycle-friendly Victoria, the State's \$38 billion transport blueprint for the next decade allocates less than one-third of 1% for bikes. Many bike lanes have been built in fits and starts, confusing everyone on the roads, eg we're all familiar with bike paths coming to a dead halt at an intersection, not to be picked up again on the other side of the intersection. Safe environments for cyclists and drivers are created where there is predictability and consistency.

Doctors who've been patching up cyclists are increasingly worried about the hidden extent of bike injuries and the wider impact on the community. Official bike injury statistics are based on police records. But police only record the worst cases, not the person falling off a bike and breaking an arm. That cyclist will, however, turn up to a hospital, and it is these statistics which are alarming. A new ACT study that matches names in police data banks with hospital records has found a whopping 98% of bike injuries aren't showing up in official (ie police) statistics.

This report is currently before a suite of ACT Ministers and will be important for road planners to work out how to change on-road conditions to lessen the chance of bike accidents.

Dr James Taylor, Emergency Services Director of Sandringham Hospital, the closest Emergency Department to Beach Road, one of the busiest on-road cycling venues in the Southern Hemisphere, sees Lycra seven days a week. Accidents on Beach Road alone would account for hundreds of thousands of dollars in expenses related to medical bills, loss of employment, and the consequent cost to the community. Dr Taylor says that once Australia understands the real cost of cycling injuries, the cost of building something like a separate bike lane won't look so expensive.

Some cycling groups say that studies show the more cyclists on a road, the more drivers get used to dealing with the bikes, and the safer it is. Other groups talk about roads becoming increasingly dangerous as more cars and bikes compete for space. **EVERYONE AGREES, THOUGH, SAFETY INCREASES WHEN YOU SECTION OFF A PIECE OF ROAD FOR BIKES.**

Policy makers need to take heed of this as the cycling fraternity is increasing quicker than the infrastructure: the city of Melbourne has a plan to introduce 6,000 hire bikes into the City of Melbourne; Sydney has similar plans, as does Brisbane. But segregated bike lanes which have been built on a couple of streets in Melbourne are poorly designed, eg in Fitzroy Street St Kilda “they've mangled the two ends of it, so it's hard to get on and off So Sydney is going to do a lot of these and they're going to have to be really careful on the intersections and it's going to take time for drivers and other road users to realize that this is a two-way path”, says Harry Barber from Bicycle Victoria.

Monash University's Accident Research Centre is trying to fill in some of the blanks about on-road cycling safety by attaching video cameras to a group of bike commuters' helmets, filming all that happens on their rides to and from work.

At this point in the program, the Centre's Chief Researcher, Marilyn Johnson, checked in with one of the commuters in the study, James Rennie, about his on-road experiences. And then ABC Radio National's Reporter Di Martin borrowed a bike, donned a helmet, and joined James Rennie on his regular route down a south-east arterial called North Road, than runs past Monash University. This is their experience:

“Di Martin: and followed James Rennie out onto North Road. We struck problems as soon as we tried to merge with oncoming traffic.

James Rennie: In hindsight this isn't a good move.

Di Martin: OK, so this is exciting. We're merging with major traffic and a car has just cut in front of us. (A car had accelerated to stop us from entering the flow of traffic; so cut off before we even get onto North Road.) North Road is a 70-80 kilometre per hour commuter route. Six lanes and a bus lane, but no separate space for bikes. As we pedalled along, James Rennie talked about on-road relations.

James Rennie: I find that most drivers are actually quite good. There are a few that maybe aren't paying quite as much attention. Looking around we can probably find at least one here who's on the phone, and that's a major concern. I've seen drivers on the phone, on e-mail, texting, including one watching television. *(Editor's Note: I've seen one driver reading a book while stationary at traffic lights !)*

ON-ROAD CYCLING (continued from page 5)

James Rennie: We'll just go up here to the bus lane.

Di Martin: We're now entering a bus lane, it's a different colour, presumably cars aren't allowed on this part of the road.

James Rennie: That's correct.

Di Martin: But bikes are ?

James Rennie: No, in theory bikes aren't allowed on this part either. One of the reasons I ride on this part of the road is riding outside of this bus lane, so out with the traffic, is incredibly dangerous and you end up getting beeped by cars, lots of cars, who basically say MOVE LEFT.

Di Martin: All of which has been captured by James Rennie's helmet camera. The footage is now being processed with the report due early in 2010."

Chief Researcher Marilyn Johnson: "Because the camera is mounted on the helmet, we're getting a really good idea of where cyclists head-check as they ride along. They don't just look in front of themselves, they're looking to the left, to the right. They're actually checking at every side street, at every intersection. So situational awareness from the cyclist is really quite high. But what it does seem to show is that a cyclist who's seen a driver for example to their right, they've seen them, you see them in the film, that they've actually seen the car, then the car will turn in front of them, so it would look as though the driver has not seen the cyclist. So that kind of shift away from this idea that seems to be quite popular at the moment that cyclist safety is dependent on the cyclist behaving better, is perhaps not the only case. We need to be also looking at driver behavior".

Canberra's Head of Traffic Operations, Superintendent Mark Colbran, says that Australia's road rules have developed around cars, and need updating. "I think it's time to have a serious look at some of the methods that we're teaching young drivers and some of the road rules For example, at the moment we do not teach people if you're turning left from a main road, or from a road, to check to your left to see if anything's coming up on the inside. It's just not something that we teach them. But all our bike lanes are on the left-hand side of the left most traffic lane".

Australia is lagging behind internationally with other road rule changes; there's still no set minimum safe distance for passing a bike. Drivers often underestimate how much room a cyclist needs and clipping a cyclist can have catastrophic consequences.

Di Martin then interviewed Michael Forbes who is now a C4 level quadriplegic following an accident with a truck which was far too close to Michael's bike. His experience exposes some glaring holes in insurance available to cyclists. Although Michael had full private health cover, he has what they call in the insurance game 'catastrophic injuries', and the policy fine print says the insurer doesn't have to pay. So Michael had to go through the public health system, even though he was fully covered under private health insurance. Needing 24-hour care, and a raft of medical supplies that are not covered as a public patient, his private cover picks up these additional supplies:

"Di Martin: So Michael Forbes wants all cyclists to be covered with a public no-fault insurance scheme. He's come up with one suggestion, which effectively registers bikes.

Michael Forbes: Given that the vast majority of cyclists would be registered motor vehicle owners or even if they're children, their parents would be registered motor vehicle owners, I would like to see the idea where you could opt to insure your family for cycling accidents also, whether it was a \$50 fee on top of your normal registration or whatever the actuaries came up with to be appropriate.

Di Martin: Bike registration: it's a lightning-rod issue in strained relations between cyclists and motorists. Motorists often complain that they have to pay for expensive on-road cycle lanes. While cycling groups say most bike riders drive cars and pay rego already. The groups say by hopping on a bike, cyclists are saving everyone else road maintenance, parking space and road space.

Cyclists say there's still a frustrating and widespread misconception that bikes belong on off-road bike paths, despite the dangers of riding at speed on shared paths designed for kids, dogs and families.

Amy Gillett Foundation CEO, Tony Fox, wants a broadscale education campaign to teach drivers and riders how to behave. The Foundation runs training courses for students about how to ride safely and for drivers to improve awareness of bikes on roads, and has just released a new TV ad called "A Metre Matters", about cars giving cyclists a wider berth.

Back in Canberra on Ride to Work Day, politicians and bureaucrats have joined cyclists on a ride around the inner city. ACT Pedal Power wants a new city cycling loop to separate out the bikes from cars in Canberra's centre. On the ride is ACT Climate Change Minister, Simon Corbell, who describes what's worked in Canberra to improve on-road cycling and on-road relations.

Simon Corbell: It's a very heated debate here in Canberra, it's frequently in the Letters to the Editor page and on the radio talkback. Some motorists have a real antipathy towards cyclists and vice versa. It's a thing that will change slowly over time and it will change through deliberate government policies that encourage more cycling. We're seeing that happen now. Our on-road cycle lanes five years ago, there was an enormous controversy about it. Now people accept it as a normal thing on their roads and motorists and cyclists are learning to accommodate each other. So it has to come about through a deliberate intervention in terms of provision of infrastructure, and that's what we're doing right now.

Di Martin: For other States, with less bike-friendly governments, change will rely more on the strength of the cycling lobby, the number of lycra-clad bums on seats. As bike clothing wholesaler and retailer, Preston Forster says, politicians will only fund what they think is absolutely necessary.

Preston Forster: It's very difficult to get governments to spend money unless they think they're going to get some sort of return for it. But hopefully the cycling voice is getting bigger and if the cycling voice is getting bigger and the people that are riding bikes vote, I'm sure things will happen".

Editor

OBITUARY

Anne Mustoe: headmistress and round-the-world cyclist

Extracts from *The Times*, London, 28 November, 2009

It is an exceptional author who can supply a book with three appendices so varied as a technical specification of a bicycle, a timeline of the life of Cleopatra and an ichthyological listing.

Admirers of the intrepid former headmistress turned round-the-world cyclist Anne Mustoe were well accustomed to such precise, detailed and charming information in the books in which she chronicled what she termed her “new career”. When she resolved to cycle round the world, Mustoe was 54, somewhat overweight and unfit, and without any idea of how to mend a puncture. She had not ridden a bike for 30 years, wobbled when she tried again, and she hated camping, picnics and discomfort.

Yet, inspired by the chance sighting of a solitary European man pedalling across the Great Thar Desert while she was riding a bus through Rajasthan on a holiday in India, she “traded in the Kurt Geiger shoes and the Alfa Romeo” for a pair of trainers and cycle clips.

Her Condor bicycle, customised for her by a mechanic with a workshop in the Old Kent Road, was bought for her as a leaving present from the girls at her school, and she was still riding it 22 years and about 100,000 miles later on her last cycle trip in 2009.

Mustoe was born in Nottingham and educated at Nottingham High School before reading classics at Girton College, Cambridge. In her “old career” she worked in personnel and management and ran her own travel business. Mustoe’s teaching career began at Francis Holland School, Clarence Gate, North London, teaching classics and economics. Later she became deputy head of Cobham Hall, Kent, and in 1978 was appointed to the headship of St Felix School, Southwold.

The glimpse of the lone cyclist which inspired her ambition to cycle round the world came in January 1983. She said it took her four years from that defining moment to screw up her courage, resign her job and cycle into the sunrise, but she calculated that she had no ties, her stepsons were married off, and she could just afford it if she lived modestly until her pension came through. She set out from London to ride round the world from west to east in 1987 and completed the circumnavigation 12,000 miles and 15 months later. Her first book, *A Bike Ride - 12,000 Miles Around the World* (reviewed in BBTA’s *Cycling Times*, August-Sept 2009), dealt with all the preparations, route-planning, packing and budgeting, as well as the riding.

The extra dimension with which Mustoe sustained her travels was that she followed historical routes: Roman roads across Europe; Alexander the Great’s route from Greece to the Indus Valley; Pakistan and India with the Moghuls and the Raj; and so on. Across the United States she followed the great pioneer trails, and undeterred by downpours, heat, political turmoil or amorous waiters, she promptly decided to do it all over again, in reverse direction.

For the second ride, and subsequent book, *Lone Traveller*, she went from Rome, following Roman roads to Lisbon, the Conquistadors across South America, Captain Cook over the Pacific, and the Silk Route from China back to Rome. Special chapters dealt with the day-to-day difficulties of the voyage up the Amazon in small cargo boats, and cycling the Australian Outback, the Gobi Desert and the Karakoram Highway.

Two Wheels in the Dust, encapsulating five winters on the Indian sub-continent riding down from the mountains of Nepal, through India to the highlands of Sri Lanka, was itself a bicycle of a book, really two books in one – marrying incidents from the ancient Hindu epic of *The Ramayana* (printed in one typeface) to the account of Mustoe’s own travels in the same landscape (printed in another).

For *Cleopatra’s Needle* the indefatigable cyclist set off from the obelisk of that name on the Thames Embankment to ride back to its original location, Heliopolis in Egypt, hugging the waterways of rivers, canals, and coasts, and mountain streams for her route across the Alps, while *Amber, Furs and Cockleshells* dealt with what were, by her standards, three short rides, the longest a mere 2,000 miles, in the paths of merchants in amber (the Amber route from the Baltic to the Mediterranean), furs (the Santa Fe Trail), and pilgrims (the pilgrims’ way from Le Puy to Santiago de Compostela).

Finally came *Che Guevara and the Mountain of Silver* in which she cycled from Buenos Aires in the wheeltracks of the 500cc Norton as ridden by Che and his friend Alberto Granado in early life, and recalled in the film *The Motorcycle Diaries*. On her return route Mustoe rode back to Buenos Aires by the Spanish Silver Road from the Bolivian Altiplano.

All her incident-packed journeys were recounted in a warm, accessible, no-nonsense prose in which a wry, understated humour was coupled with indefatigable fortitude, enthusiasm and optimism, making light of robberies, injuries, freak floods, storms, desert heat waves, blizzards in the Rockies and ferocious winds in Jutland and Patagonia – and even of being knocked off her bike by a short-sighted nonagenarian in a Fiat Panda.

Mustoe cycled off on her last expedition in May 2009, but became ill in Syria. She died in Aleppo (Haleb), on 10 November 2009, aged 76.

Our friendly Committee can be contacted at the addresses below

Position	Current Holder	Email Address	Phone Number
President	Brian Lowe	president@bbta.org	0417 202 881
Vice-President	Maurice Quirke	vice_president@bbta.org	0407 116 145
Secretary	Jenni Pearce	secretary@bbta.org	3369 9661
Rides Coordinator	Geoff Snell	rides@bbta.org	0408 702 294
Treasurer	Louella Harley	treasurer@bbta.org	
Registrar/Membership	Mary Kirk	membership@bbta.org	0434 192 730
Editor	Heather Jeffcoat	editor@bbta.org	3901 1119
Publicity & PR	Maurice Quirke	publicity@bbta.org	0407 116 145
Social Convenor	Eve Morrice	social@bbta.org	0429 648 549
Clothing Officer	Hetty Lennon	clothing@bbta.org	0402 157 728
Equipment Officer	Belinda Deakin	equipment@bbta.org	0422 226 577
Librarian	Aileen Franklin	librarian@bbta.org	3397 9598
Webmaster	Kerry Neighbour	webmaster@bbta.org	

Welcome to our New Members

Mark Falconer, Ralph Hales, Chris Barham, Mark Burl, David Dowling, Brett Waldorff

BQ BIKE WEEK ACTIVITIES

It's time to start filling up your new 2010 calendars with rides and events you don't want to miss:

BIKE WEEK 2010 - Saturday 13 - Sunday 21 March - Some selected rides and events:

ALL WEEK : Leisure rides in various locations (BBTA is providing ride leaders on some of these rides)

Saturday 13 March	Women's Ride, 6:30am Sandgate Mountain Biking, 7am Kurwongbah Epic Maintenance Workshop, 10am, Milton	Free Free Free
Monday 15 March	Sustainable Transport Seminar, 5:30pm 10 Speed Dating, South Brisbane, 6:30pm	Free Free
Tuesday 16 March	Great Brisbane Bike Ride & Coot-tha Challenge Marshall Training for Volunteers - The West End Club, 5:30pm. To volunteer, contact BQ Cycle Queensland Info Night, The West End Club	
Wednesday 17 March	Ride to Work Day, 7am, King George Square	Free
Thursday 18 March	Film Night, UQ St Lucia, 6:30pm	Free
Saturday 20 March	Bike Orienteering, 8am, Tingalpa	Free
Sunday 21 March	BDO Brisbane-Coot-tha Challenge, 6am Great Brisbane Bike Ride, 6:45am	

BQ would like participants to book on-line for all activities, including the free events: <http://www.bq.org.au>
The BQ website provides more detail on all Bike Week activities (the above is just a selection)