



Brisbane Bicycle Touring Association's

# Cycling Times

*Cycle for fun, fitness and friendship*

[www.bbta.org](http://www.bbta.org)

October-November 2009 - Number 149

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## BBTA CHRISTMAS PARTY BREAKFAST Your Invitation



Date:	Sunday 13 December 2009
Place:	Moreton Bay Trailer Boat Club, 43 Fairlead Crescent, MANLY (just off The Esplanade, near the Manly Pool and Jetty)
Time:	from 8am until 10:30am
Food:	Full buffet breakfast (eg eggs, bacon, sausages, tomatoes, mushrooms, baked beans, fresh seasonal fruit platters, juice, tea, coffee etc)
Cost:	\$14:00 per person (\$8:00 children 6-12) everyone pays the cashier individually

Bike parking along the perimeter fence (bring a lock); possibly also in the ground floor functions room if there's no other function happening that morning.

For those wanting to take the train home, Manly RWS (Yamboyna Street) is approx 1km from the venue.

RSVP to Eve [social@bbta.org](mailto:social@bbta.org) by Wednesday 9 December  
(PLEASE RSVP to Eve as we'd like to give the venue management pretty exact numbers)

There will be a ride or two to the party; details will be in the December/January newsletter and in the on-line Rides Calendar.

Eve Morrice  
Social Convenor

### REMINDER

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

For Equipment  
Hire contact  
Belinda at  
equipment  
@bbta.org

### Next Social night - 7:30pm Monday 9 November 2009

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

Maurice Quirke speaks about his 10 week European cycling tour  
Other Guest Speakers

Thanks to all the members who turned out for the birthday party and rides. Also thanks to Eve Morrice for the organisation of the morning, Belinda Deakin for the club banner, the rides leaders who organised the rides to and from the event and finally a special thanks to Harry from the Nudgee Beach Cafe who donated the birthday cake.

Also, speaking of parties, can everyone place the second Sunday in December (Sunday 13 December) in your diaries for the club Christmas party. Details are on page 1 of this newsletter. There will be a ride or rides to Manly followed by awards and a ride home to work off the bacon. Ride details will be in the December-January Newsletter, and in the on-line Rides Calendar.

As a result of a recent incident on a ride some questions have been asked by members relating to our insurance coverage. In a future issue of the newsletter I will explain what is covered by our insurance. Most important at the moment is what is not covered. The club does not carry cover for accidents. So if on a ride you have an accident and damage your bike or even worse - yourself - you cannot claim for loss. The cost to the club to cover members for this is not remotely affordable.

So what should the individual rider consider? As with any risky activity you need to weigh up the risks, consequences and probability. If you currently have insurance you need to investigate what it covers. You may wish to consider joining one of the bicycle organisations such as Bicycle Queensland or Bicycle Victoria who include comprehensive insurance as part of the membership. You may have to look at options such as specialised insurance and private health cover to mitigate the consequences of an accident.

On a brighter note, is it me or are there more rides on the calendar. We seem to be running with 4-5 rides on Saturday and up to 8 on Sunday at the moment. Based on a couple of conversations with new riders is there room on the calendar for say a monthly ride that includes a demonstration of pre-ride safety checks, puncture repairs, what tools and spares to carry, etiquette and some basic signals. I am interested in feedback on this idea.

In November there is Peter Brennan's Toowoomba-Warwick tour for the third year running and Peter Damm's Stanthorpe tour. These two weekends cover everything from road bikes to self supported touring. I was on the Warwick tour last year and it was an enjoyable weekend. So place a note in your personal calendar and try to get onto one of these tours.

Finally just a reminder to riders that the ride classifications used in the online and printed calendar have changed recently. If you are unsure about the pace of a rider please check the front page of the printed calendar. There is also a reminder notice in this copy of the newsletter.

Brian Lowe

**Printed Rides Calendar:** The printed rides calendar should, more and more, be treated as a "draft" calendar. The reason for this is that some rides do not get input in time for the Printed Calendar and rides come and go, or the details change. It is therefore safest to check the online calendar from time to time or check with the ride leader if in doubt.

**Brevet Forms:** Don't forget to have your Brevet forms completed and signed by the appropriate Ride Leader. These should arrive with the Rides Coordinator by **20 November** in order for the Certificate or Medallion to be presented at the Christmas Breakfast. The form can be scanned and emailed to [rides@bbta.org](mailto:rides@bbta.org) or mailed to "BBTA Rides Coordinator" at PO Box 286, Ashgrove, Queensland, 4060.

**New Ride Ratings - Reminder:** After suggestions from some members, the committee has agreed to add a new Ride Category between Moderately Fast and Fast. There is also some small change to the speeds. The table indicates the changes. We have tried to minimize the effect of changes while providing a better grading over the range. The Online Calendar is being updated to reflect the new ratings for future rides.

Proposed			Existing		
Fast	F	over 30kph	Fast	F	>30
Quick	Q	27 - 29kph		Q	
Moderately Fast	MF	24 - 26kph	Moderately Fast	MF	<24
Brisk	B	21 - 23kph	Brisk	B	<22
Moderate	M	18 - 20kph	Moderate	M	<19
Steady	S	15 - 17kph	Steady	S	<18
Leisurely	L	Up to 15kph	Leisurely	L	<15

**(Editor's Note:** See Jenni Eason's great article "Some Thoughts on Average Speed" on page 5 of this Newsletter as it will help you decide what rides you'd be comfortable doing, and what rides you'd like to do to give yourself a challenge. Jenni's general rule of thumb is that whatever speed the ride is listed as averaging then you will need to spend most of your time riding at about 5kph more than the average you wish to achieve on a flat (ie Rating 1) course. This allows for the time taken to get up to speed and down to a stop for traffic lights, stop signs, small hills, etc.)

Safe Cycling  
Geoff Snell

**Next Rides Planning Night**  
**7:30pm Monday 12 October 2009**  
 Brisbane West Senior Citizens' Club  
 132 Latrobe Terrace Paddington  
 All members welcome

## A SPECIAL SORT OF BUSH RIDE

How would you fancy an off-beat 13-day outback ride in the middle of winter, out in the bush in western New South Wales, Queensland, or northern South Australia? Fully supported, about 50 riders, overnighing mainly at sheep properties and sleeping in shearers' quarters and woolsheds as well as tents? Good tucker, dinner around a blazing fire. Two rest days. Cost: around \$1200 (including a \$200 donation to the Royal Flying Doctor Service to get you feeling warm and fuzzy inside).

That's the standard formula for the ride organized each July by the Silver City Bush Treadlers, a non-profit group in Broken Hill led by the energetic (and a tad eccentric) June Files, a former florist. I can write about it because I've done it for the past half-dozen years, and even persuaded a few other BBTA guys to try it too.

It's traditionally been a genuine bush ride, mostly on winding tracks and dirt shire roads in the flat sheep country around Broken Hill. So an MTB is the thing, with a bit of suspension and no-nonsense fat tyres. You ride essentially from the homestead of one (huge) station to another, usually 70 to 90km, and every 25km or so you get a break for morning tea, or lunch, or afternoon tea, where volunteers will have boiled the billy (literally) and cracked open a supply of home-made biscuits or fruit cake. And if you've run out of puff, or your bike's let you down, there's a sag wagon that will sweep you up and get you into camp before dark.

June has been running this ride for a dozen years or so, and most of the riders come back year after year - which is not to say that newcomers will not be welcomed. They're not a young crowd (average age over 50) but they're pretty strong riders, having been at it for years. They have solid appetites and they enjoy a drink or two in the evening.

I got back to Brisbane early in August from this year's ride, which was a bit less rural than usual: about 60% of it on bitumen roads, and overnight stops at several caravan parks as well as stations. We started at a homestead near Yunta, a tiny place on the Barrier Highway, south west of Broken Hill, and did a clockwise loop that took in Morgan down on the Murray, Burra, Clare, Quorn, Hawker and Wilpena Pound before swinging south east back to the start. It was actually a pretty long hike (950km all up) that included several days of more than 100km. That's a long way to ride on dirt, especially if you run into big headwinds (we did!). The result was that many more riders than usual had recourse to the sag wagon. I had my toughest workout for years. We also caught more rain than is customary, as we were often south of South Australia's Goyder line.

Next year June is thinking of staging the ride in the region around Cunnamulla in western Queensland. That's likely to make it a more genuine bush ride than this year, as well as drier - and possibly not so chilly overnight. Also much easier to get to from Brisbane than Broken Hill. If the Treadlers can manage to organize stages of no longer than 90km or so I'll probably sign up again.

Find out more about the ride by contacting June at [efiles@bigpond.net.au](mailto:efiles@bigpond.net.au) or phone 08 8087 6881.

Robert Byrnes

## MURRAY TO THE MOUNTAINS RAIL TRAIL

What a great way to spend a holiday. Well, almost - late August and the weather conditions changed for the worse; crisp and clear sunny days for our holiday to the Alpine region of Victoria (cold to say the least - almost reached double digits for 2 days. Mt Hotham was -6, so there a slight wind chill factor. However, we spent the time touring by car (why would one expose themselves to the cold unnecessarily and ride up hills when a car can do the same a lot quicker) around this area using Myrtleford as a base. When the weather did warm up - 17 degree top temperature - we decided it was time for our ride along part of Victoria's premier rail trail. The trail stretches from Wangaratta to Bright (84kms) along the Ovens valley to Bright, with a 15km branch detour to Beechworth, and a 5km detour to the Milawa gourmet region. The section to the Murray has not yet opened.

We hired our bikes from Dean Woods at Wangaratta (now Bicycle Superstore). Armed with a map from Bike Victoria, we rode from Wangaratta to Everton station and return. The trail is sealed though I would suggest a hybrid or mountain bike plus some cable ties for magpie protection. From Wangaratta the surface of the rail trail is a little rough but it soon improves as we travel along paths and disused roads. As our map indicated, all of these turns can be a little confusing until we reached Bowser, about 5kms from Wangaratta. Thanks to this advice, we paid particular attention to all the signage otherwise you could get lost. The route passes through open farmland with a few road crossings to Everton Station site. There is adequate signage with toilets and tank water along the way. However, it is suggested that you drink the tank water at your discretion. Bring your own food or visit some of the regions wine and cheese producers.

I would imagine that in the summer this area could become quite hot in the open areas, so I would suggest bringing plenty of water and sunscreen. Not far from Myrtleford is Falls Creek and Mount Beauty. These areas offer some of the best cross-county, mountain biking and road riding adventures in Victoria.

Bikes can be hired from Dean Woods (now Bicycle Superstore), Myrtleford Cycles, Cyclepath Australia at Bright and Beechworth Cycle and Saws.

Eve & Eriyn Morrice

See <http://www.murraytomountains.com.au>

Plus there's a neat little booklet "Ride Guide 2009 - Cyclists Guide to North East Victoria" which Eve and Eriyn have donated to the BBTA Library - available for members to borrow.

Remember Troy O'Bree's "Midget Bushtrekka" bicycle camper in *Cycling Times*, June-July 2009 :



Well here's an American design from Paul Elkins (article reprinted here from Bike Bits, Adventure Cycling Association newsletter, Vol. 11 No. 17, 2 September 2009). See <http://www.adventurecycling.org>

"Paul built this lightweight travel trailer for his trip to a festival. It has a roof-mounted wind turbine for electrical power, as well as a solar cooker and water heater. It weighs only 100 pounds dry, so he can haul it around with his bicycle. The skin is 1/4" fluted plastic like that used for election signs. This was riveted and screwed onto 3/4" square aluminum tubing salvaged from an old satellite dish. The base was made of 2x2 fir. The 30" square door frame, made of 1x2's was screwed to the side panel, cut on the sides and bottom. The upper part was left uncut to act as a hinge. The bed hinges in a lounge attitude. On the outside resides a herb flower box, a urinal funnel (sanicans were a ways off) and 13" wheel-barrow wheels on a 1/2" axle mounted with 1/2" square tubing made up the running gear. I used 3/4" steel for the tow bar, a recycled card table for the corner camper supports, and miscellaneous this and that. It's whatever I had kicking around at the time, and that's how anyone would have to do it if worst came to worst."



## SOME GREAT TOURING TALES

can be found at these links:

BBTA rider Bob Schofield: 2009 Chicago to Nashville via St Louis

<http://www.crazyguyonabike.com/doc/grill09>

BBTA rider Ken Munyard: Five Days Brisbane to Gympie

<http://www.crazyguyonabike.com/doc/Sunshine2009>

Jack Griffin Riding North at 85 years: Brisbane to Cairns

<http://www.crazyguyonabike.com/doc/griffin85>

## BRISBANE/GOLD COAST 100km CYCLE CHALLENGE 2009 SUNDAY 11 OCTOBER

Cadel Evans has some tips for riders preparing for the Victorian Around the Bay in a Day ride (250kms, 210kms, 100kms, 80kms, and 50kms) which could be equally as helpful for Gold Coast Challenge riders (Note: lunch box referred to below does not apply to Gold Coast Challenge ride):

"Fellow riders: As you prepare for your Around the Bay experience, keep in mind the following to ensure you complete the day in your best shape and avoid the dreaded "bonk":

- 1) **Carb Up** - The "bonk" occurs when the body's stores of carbohydrate (glycogen in the liver and muscles) is depleted and the exercising muscle shifts to fat metabolism as its primary source of energy. To avoid this consume a high carbohydrate diet during your training program and in the days before the race. Rice, pasta, cereals, breads and energy bars and gels should all feature prominently.
- 2) **Event Day** - Again, carbs are key. Don't wait until you get hungry. Prepare your food plan beforehand. A rule of thumb is one gram of carbohydrate per kilogram of body weight per hour. For example if you weigh 80kg and you plan to ride for 5 hours, you should plan to consume 400g of carbohydrate. To supplement the lunch box you are supplied, I would suggest you plan to carry extra energy bars and gels and be conscious of "fuelling up" throughout the ride.
- 3) **Beware the Sugars** - Beware the quantity of sugar in your race foods. Sugar causes an energy spike that gives you a quick high but plummets very quickly, leaving you feeling flat and listless and a long way from home. Save the soft drinks and sweets until after the race.
- 4) **Recover!** - A long ride does knock your body around. The first step to recovery is to keep restoring your glycogen stores with further carbohydrate intake. Energy bars, bananas and sandwiches are a good choice. Don't be afraid to pig out as your body needs it. Protein is important to repair your muscle tissue so your first meal after the ride should feature high-protein ingredients such as red meat, chicken, fish or tofu.

Good luck and good riding, Cadel Evans."

### SOME THOUGHTS ON AVERAGE SPEED

As a regular ride leader I am often in a situation where a member/potential member rings me or arrives at one of my rides and has little idea about our ride classifications. I have spoken to other ride leaders and they also have the same/similar problem. I therefore thought that I would provide some information so that riders can better appreciate what the "average speed" really means.

My general rule of thumb is that whatever speed the ride is listed as averaging then you will need to spend most of your time riding at about 5kph more than the average you wish to achieve on a flat (ie Rating 1) course. For example if a ride is listed as an M ride where the average is noted in the ride calendar as 19-21kph and you want to average 19kph then you need to ride at 24kph most of the time. This allows for the time taken to get up to speed and down to a stop for traffic lights, stop signs, small hills, etc. This general rule also seems to hold for faster riders, as I find on my Sandgate Swift (rating Q, average about 27kph) we spend most of our time riding between 30 and 33kph.

In a more mathematical sense, if you spend 20 minutes riding at 12kph up hills and want to average say 20kph, then you will need to average 24kph for the remainder of the hour to achieve this. So if the rest of the ride is pretty flat, this means riding at perhaps 28-29kph if there are corners, traffic lights, etc.

If a ride is rated as being hillier eg rating 2 or 3, it will mean spending most of the flat/downhill sections pedalling at more than 5kph above the average. For example, on the River Loop ride (Rating 2) we average about 24kph, but ride at around 30-32kph on most of the flat bits.

Safe riding, Jenni Eason

### CLEANING HYDRATION PACKS

Did You Know? If you own a hydration pack, it needs regular care and cleaning. Here are a few tips to keep it clean and prolong its life:

- Soak the nozzle, hose and bladder with an anti-bacterial solution overnight (or you can mix up your own using Bi-carb Soda).
- Once soaked overnight use a brush (a bottle brush is good for tight spots) to scrub the cracks and nooks to get rid of bacteria and mould.
- In between use or after cleaning, use a purpose built drying hanger or custom shape a plastic coated wire hanger to open up the bladder and allow for airing.

This will help stop the build up of nasties in the bladder.

Renate Geary

### MORE ON TYRES : MEMBER'S LETTER

Great reading in Cycling Times, August-September, especially the Road to Recovery article by Ian Freeman and Troy's Tyre Care. I would humbly add to the latter: keep a pair of pvc disposable gloves (sold at hardware stores for painting etc) in your seat bag. If you have a chain-off or puncture they are perfect. Also, forget "Training tyres" as they have little puncture resistance: go Kevlar reinforced. That's the same Kevlar that keeps broken blades inside aircraft engines - go figure. The \$5 note tyre liner is a good tip (in Switzerland it was CHF5). For the glass (etc) removal tool I would favour an electrical terminal sized screwdriver rather than a pointy safety pin; not sharp, and allows one to get more of leverage on the offending item. In the case of a wire puncturing the tube, one can be stuffed (as I was once) as the wire is impossible to grip to remove without pliers. Fortunately that time I could walk home.

Richard Ambler

### COUNTING THE BIKES, 1, 2, 3

The following is reprinted from Bicycle Queensland's magazine, Queensland Cyclist, Sept/Oct 2009:

**Wednesday 18 November is the date for a Brisbane bike count.** BQ's bike counts compliment those taken by the government and councils, which tend to be automated and have long release dates. BQ's counts have given more immediate information, and have even been beneficial in documenting cycling habits, from helmet use (usually 99%) to type of bike (road, hybrid, or other). **Any member who can spare a morning 6am-9am - Wednesday 18 November, please contact BQ on: [feedback@bq.org.au](mailto:feedback@bq.org.au) and we'll find you a position.**

# THE PRESIDENT AND THE SUPER SERIES

It all started with a simple question, I wonder how far I can ride in a day? I admit in finding the answer it all got a bit out of hand. In early 2007 after having done a couple of Imperial Centuries in the past couple of years I decided to go a bit further.

I had read the article on the BBTA website posted by Kerry Neighbour about the Allora 300 with James Trimmer, Paul Gubesch and Torben Anderson. It sounded an extreme thing to do and probably beyond my cycling abilities at that time.

Anyway I went away and did the east coast of Tasmania with Bicycle Victoria and returned to do the Coopers Creek to Cunnamulla ride. This ride opened my eyes to the possibility of some longer rides. While only 470km, it had three straight days over 100km (120, 145 and 125) and successfully completing the ride removed a barrier in my cycling.

I spoke to a couple of riders who suggested Audax as BBTA was not hosting longer rides at the time. So it was a simple matter of joining up and picking a ride.

In July 2007 I completed a 200 km ride at Esk. The only dispiriting part of the day was that everyone else had qualified for Paris/Brest/Paris (famous ride held every 4 years in France). All the other riders were using the ride as a last hit out before going to France. So when we started, they all relentlessly rode away from me and disappeared into the distance, some to never be seen again on the ride. I did complete in 10 hours so I was quietly surprised with my time. To make sure it was not a fluke I did another 200 and a 300 later that year.

## Super Series

Around December 2007, I made the decision to have a go at a super series. In a calendar season it requires the completion of a 200, 300, 400 and 600km ride within the respective time limits of (13.5, 20, 27 and 40 hours).

For those who have not heard of Audax (derived from Latin meaning bold or courageous) they run non-competitive long distance tours called randonnees. The style of riding is Allure Libre, meaning at your own pace. Riders are expected to be self sufficient, meaning no Sag wagon, no mechanics and no marshals. You are provided with a cue sheet, map and brevet card and for unsupported rides you provide your own food and water. For supported rides there is food and water at checkpoints, sometimes.

So I had a look at the Audax calendar, got some training advice and started getting ready.

## Training

I started interval training at a gym on spin cycles. The idea is to build cardiovascular capacity using two weekly sessions. In the first I ride 8 intervals of 2.5 minutes flat out with a 4.5 minutes rest. In the second I ride 12 intervals of 30 seconds flat out with a 1 minute rest. For the first few weeks it is torture and I was very pleased when I finally could complete the full sets of intervals. The payoff in fitness is quite dramatic: if you stick to the program you gain about 1km/h of average speed every 4 weeks. I progressed from a rider who struggled to maintain 24-25 km/h averages over 50+ km rides to riding at 30+ km/h over 60 km comfortably.

The training on the spin cycle was supplemented with weekend rides, strength training in the gym and walking to work. Any wonder I often felt very tired. So the full-on training was included in a six week cycle where there were 5 weeks of hard training with a light week limited exercise to allow the body to recover.

## The Series - A good start

The original plan was to do the 4 rides from Inverell in northern NSW and this would allow me to complete the Super Series by early June.

About 1 month after the training program started I travelled to Inverell for "Biggera and Beyond" to complete another 200km ride. If I was trying to test my mental toughness this was a handy workout. There was rain for about 120 of the 200km with 4 flat tyres in the rain. First thing I did on my return was to buy Gatorskin tyres with the Kevlar liners for puncture resistance. They must work as I have not had a flat since in nearly 9000km. It was however a nice ride with good scenery and bakery stops at Biggera and Walgett.

I returned to Inverell in early February for "Thunderbolts Way" - my second 300km ride. This was to go south of Inverell to Uralla and return. Gently undulating is the way Audax would describe this ride. It again had some nice scenery somewhat spoiled by a broken spoke which meant the last 120km was done with the rear brake rubbing. One good thing about Inverell is that is at the bottom of a bowl. So although at the start of the rides it is uphill out of Inverell, on the return legs you get a nice downhill cruise at the end. For this ride there was a regroup at a lonely intersection about 18km from the end. The final 18km was a gentle downhill for 6 riders, with full lights, - a very pleasant finish.

So two rides down with most things going to plan and a few lessons learned.

## The Series - A wobbly bit

At this point the plans went slightly awry. First I entered the Grafton-Inverell challenge (235km) in late February. I had to abandon after climbing the Gibraltar range (18km long climb at about 5%). The route is best described as pleasantly undulating. The problem was the heat during the climb. It was still and about 35°, so after getting up the hill I was shattered.

I was supposed to return to Inverell at Easter for a 400km ride with lots of hills. This was to go south via Armidale and then climb to Ebor and return to Inverell. However it was very cold at Easter in New England. The two riders who entered abandoned in the extreme conditions (sleet was mentioned). In hindsight getting sick was probably a bonus.

I then had some complications from some back excisions that meant I missed the 600km "Border Ride". A lovely undulating ride north into Queensland via Texas and an overnight stop at Stanthorpe and return to Inverell. This has become known as a hell ride. Out of 12 entrants only 1 completed inside the 40 hour limit and that was with only 8 minutes to spare. After the sleep stop it sleeted in Stanthorpe and the return journey to Inverell included head winds (gales actually), rain and cold (barely double figures for the daily maximum temperature). One rider abandoned after taking 3 hours to travel 35km.

## THE PRESIDENT AND THE SUPER SERIES (continued)

### The Series - Back on track

So it was back to riding in Queensland and a bit later in the year for the 400 and 600 rides. Not quite to plan but I did have a fall-back. So the 400 "Atkinson Meander" was based at the caravan park at Atkinson Dam near Gatton. It was basically a loop to Lowood, Rosewood and south to Boonah and return via Amberley and Fernvale to Atkinson for the first 200km. Then a series of three loops based at Atkinson Dam for the second 200km. This was handy as it allowed you to travel light and refill with food and water at the caravan park during the night.

The first 200 was straight-forward and I was back at the dam in under 10 hours to eat then off again on the short loop with the sun setting. Then the temperature started to drop. I remember during the second loop which passed through Esk shivering with every downhill.

After the second loop the organizer provided some hot food and I decided to get into a sleeping bag to try and stop shaking. I was informed it was only 4 degrees outside the cabin. While I was fitfully sleeping and shivering a couple of riders retired. I resumed the ride just before sun-up and it took a solid 30 km to warm up. The only problem was to keep an eye on the clock and to make sure I did not time out. The coffee and apple slice at the Lowood bakery was delicious. The cruise back to Atkinson was the easiest 20 km I have done and I finished with 40 minutes to spare.

### The Series - The Big One

In July it was back to Atkinson dam for the 600. The weather report included words like frost, ice and get the livestock into the shed. This time the route was north to Somerset dam then back through Esk and up the range to Hampden which made the morning tough with over 1000 metres of total climbing. After lunch it was off to Oakey, then as the sun set, down to Pittsworth. A rider with family in Pittsworth offered a checkpoint with the family. It was the greatest checkpoint I have ever experienced. With bikes parked in the front yard we entered the house with a fireplace going and soup, lasagna and coffee for dinner served at the table by the young daughters of the household. This all seemed strangely like the sirens in Homer's The Odyssey (hyperthermia probably).

It took all my mental strength to leave the house and plunge back into the cold. By the time we got to Clifton at about 10.00 pm it was down to 1 degree. A quick stop then back east and down the range via Heifer Creek. The plunge down the range was freezing. It is true that at night you cannot hear a cold cyclist scream. From Oakey to Gatton I had been with a group of 4 riders. The good company and high spirits made this section very enjoyable. Just before Gatton you can glance to the west and see the lights of Toowoomba scattered along the top of the range about 30 km away. At Gatton we enjoyed the warmth of the roadhouse with pies, coffee and rather bemused looks from the locals. After Gatton the stronger 3 left me behind and I arrived in Atkinson dam for a shower, food and bed at 3.00 am with 380 km under the belt.

After a brief sleep we all rose, ate and hit the road with 7 of the 8 riders departing at 6.30am. Again I slipped off the back of the group. I found the first 60 km to be a slog. It was cold with a slight headwind and my legs felt like lead.

After Rosewood we turned south to Kalbar and again it was headwinds and hills and heavy legs. Just before Kalbar the light came on and my spirits lifted and I seemed to be floating along (delirium probably). A quick eat at the checkpoint and the good spirits aided by the tail wind continued. I passed one rider who should have been in front of me, I later found out she had missed a turn and made a 20 km detour.

I rolled into the service station at Purga (*Editor's Note: should that be "purgatory", ie "a temporary condition of torment or suffering" !*) and found I had made time on the lead group of 3. We chatted and they left just ahead of me. My high spirits lasted until with turned north at Rosewood and headed up the Tallagella hills at the 550 km mark of the ride. They are much steeper going north and west and it hurts. I was almost slumped over the handlebars going down the last hill (altitude sickness probably).

The 3 climbs took the edge right off my legs and I plodded all the way to Lowood to find the bakery closed. (*Editor's note: it definitely must be purgatory with the bakery closed !*) The checkpoint was the service station and after a Mars Bar and a coke I suddenly realized there was only 20 km to go and I had over 4 hours on the clock.

I do not recall anything of the last 20 km (dehydration most likely or chocolate shock) other than suddenly I was at the finish. I was slightly surprised with how quickly it ended. After handshakes with the lead group who arrived only 10 minutes ahead of me, there were just the formalities of having the brevet card signed and the final time entered.

Following a hot shower and fresh clothes I sat with the leading group of three and we ate and discussed the ride and plans for future rides. The remaining 4 riders drifted in to warm but subdued congratulations.

I still find it hard to believe that 3 years earlier I was running out of breath riding up Ivory lane on a hybrid to get onto the Story Bridge. Now I had completed a Super Series and the medallions take pride on place in my unit alongside family photographs.

One rider asked me what I thought of the ride and I replied that "I had enjoyed my first 600", Oops, that means there will be more.

Brian Lowe

**Our friendly Committee can be contacted at the addresses below**

<b>Position</b>	<b>Current Holder</b>	<b>Email Address</b>	<b>Phone Number</b>
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### **FROM THE LIBRARIAN**

I have been impressed by the extensive use of the library by BBTA members and I hope you all keep it up. The library is available each BBTA social evening.

We have a new addition to the library in the form of a DVD entitled 'Cycling Power-Up' by Matt Brindle. Matt is a specialist personal trainer in functional strength. The DVD begins with a good Introduction in which Matt describes his theory of exercise which he believes best fits for bicycle riders. He discusses the theory of movement and prevention of injury. He talks about types of stretching which he calls 'Mobilising'. Matt focuses on functional training which gives attention to what he calls 'Tri-Planar Movement'. Essentially this means that when cycling the body moves more than one way and the training therefore requires exercises which assist the body to adjust to this. Matt maintains that when the cyclist uses these techniques, strength and endurance are created and injury is minimised.

The DVD then provides a series of graded exercises with demonstration to enable the individual to learn and practise the exercise style according to their level of fitness. The exercises do not require specialised gym equipment, but can be done at home with simple tools. The DVD is divided into clear headings and I found it a pleasure to watch. Everyone who takes it out - enjoy.

Aileen Franklin

### **WELCOME TO NEW MEMBERS**

Trevor Dauth, John Park, Kym McDougall, Bert Doggers, Maria Joseph, Peter McMahon, Adam Clark, Jillian Los, Tony Hocking, Toni Fox, Bruce Garner, Christine Lucas, Matt Hopkinson, Sean Dix, Maxwell Purss, David Younger, Lisa McGarva, Angus McGarva

**MAGPIE SWOOPING SEASON IS STILL WITH US : REMEMBER TO PROTECT YOURSELF**  
(see Cycling Times August/September 2009 for helpful hints)

