



# Cycling Times

The BBTA News

- cycle for fun, fitness and friendship -

Number 128 Apr/May 2006

## Inside...

Reports from the AGM	
President's report	
Treasurer's report	
BQ letter about Insurance	
New Members	2
Rides Coordinator's report	3
Tour report	5
Upcoming Tours	5
"Make the wind your friend"	6
Member Profiles	7
Contact Information	8
Closing lines	8

Contributions are welcome, especially reports of tours, day rides and any cycling related pursuit.

**Deadline next issue:  
8 May 2006**

**Reminder:  
Membership  
subscription  
renewal is due  
on 31 March  
2006**

## The new BBTA 2006 Committee



The Annual General Meeting of the Brisbane Bicycle Touring Association Inc. was held on Monday 13 March 2006, at the Brisbane West Senior Citizens Hall, Paddington. The outgoing Committee

presented its reports before standing down. The new Committee for 2006 was then elected. The new line up is as follows:

**President:** Bob Schofield (*front row, second from left*) **Vice president:** Paul Gubesch (*front row, far right*) **Secretary:** Kate Gubesch (*front row, far left*) **Treasurer:** Judy Tait (*front row, second from right*) **Immed Past President:** Stephen Jackson (*not in photo*) **Rides Coordinator:** Frances Wellington (*back row, far right*) **Editor:** Elizabeth Catchpole (*back row, second from right*) **Librarian:** Deborah Lloyd (*back row, far left*) **Webmaster:** Kerry Neighbour (*back row, second from left*) **Equipment Officer:** Lindsay Fawdry (*not in photo*) **Social Officer:** Chris Blackmore (*back row, middle*) **Publicity Officer:** Ian Ivory (*not in photo*).

**A word from the President:** I've organised a brainstorming session with the new Cttee for early next month along the main lines of 1) activities - cycling and social); 2) getting our message out to members and potential new riders 3) admin. processes and budgeting, and 4) matters of club ethos such as investigating member churn, managing the diversity of cycling interests etc. I hope to have details of the outcome on the website shortly after the meeting and then in the next newsletter. I am also aiming to have BQ and BFA reps. as guest speakers at the next social night, in May.

**Quotable Quote..... Some mistakes are too much fun to only make once.**

# Reports from the 2006 Annual General Meeting

## Outgoing President's Report

*Stephen Jackson*

A completely new committee took over the Club in March 2005, with a fairly new member as Pres. But I had a great committee, full of knowledge, and wise and restraining words.

You can take it that the Committee ran the Club, often I was along for the ride. The committee met every month, apart from December, and if we failed anywhere it was because we could not allocate the time to do everything we wanted to.

But we had a bag full of rides, the Newsletter went from strength to strength, we have new jerseys in the pipeline, the Ride Handbook is closer to production, we have opened some lines of communication with the BQ committee, and the Christmas Party was a success.

Some of the Social Nights were

excellent, and members have contributed their thoughts whenever I, or the Committee, have asked for them.

You can't ask for much better than that.

And I have had fun and friendship all year. Let's not mention the fitness part.

So my thanks to a great committee. Top people, everyone of them.

If there was a cloud, it was our minimal contact with Bicycle Queensland, and the potential problems that can arise from that lack of dialog. I started some dialog with BQ, and each organization has a better idea of where each of us stands. We would be wise to continue and foster this relationship, only good can come out of it.

There are some matters that will need the thoughts of this AGM and/or the new Committee, namely:

- Public liability insurance - this is stabilized now, we still have an enquiry out on having our own insurance
- Handbooks – close to finality. Wim has laboured long and hard on these, a final edit needed to ensure we meet the public liability constraints
- Advertising and Sponsorship – what is our attitude
- Membership of BFA – should we
- Medallions and Awards
- Involvement with BQ – how to maintain dialog

Stephen Jackson

## Outgoing Treasurer's Report

*Judy Tait*

The Treasurer's Statement of Receipts and Payments for period of 1 January 2005 to 31 December 2006 was tabled. The only assets of the BBTA are cash, cycling clothing for sale to members, equipment for hire to members, library books and office equipment. The value of cycle clothing held at 31 December 2005 was \$2251. There are no mortgages, charges or securities of any description affecting any of the property of the Association. The Auditor's Report, dated March 2006, was tabled and distributed at the AGM.

### Welcome to our new members:

**Aaron BALL, Nigel JAY, Helen and Noel PARSONS, Frank SCHUFFELEN, Geoff SNELL, Nick SWEETTEN, Don and Julian TAYLOR**

BRISBANE BICYCLE TOURING ASSOCIATION INC.			
STATEMENT OF RECEIPTS & PAYMENTS FOR PERIOD OF 1 JANUARY 2005 TO 31 DECEMBER 2005			
	2004	2005	
	\$	\$	\$
Funds Held 1st January	2,011.64	7,079.30	7,079.30
<b>Receipts:</b>			
Equipment Hire	175.00	105.00	
Donation		5.00	
Interest	17.96	9.78	
Sale of Jerseys	3,035.00	2,393.00	
Sale of Polo Shirts	130.00	150.00	
Subscriptions	9,184.00	8,750.00	
Surplus Tour Fees	85.00	-20.00	
	<b>12,626.96</b>	<b>11,392.78</b>	
<b>Payments:</b>			
Admin/Stationary	559.69	440.22	
Bank Charges and Tax	65.20	43.00	
Christmas Party (Net)	16.02	232.43	
Clothing - Jerseys	796.00	2,484.00	
Hall Hire	440.00	470.00	
Library	256.00	212.44	
Medallions	188.55	246.59	
Phone	270.11	280.71	
Postage	1,414.65	1,048.45	
Printing - Newsletters & Calendars	3,167.36	3,638.68	
Tea, Coffee etc. for Meetings	117.66	195.98	
Tools/Equip	247.66	249.00	
	<b>7,569.30</b>	<b>8,641.50</b>	
Excess of Receipts over Payments	5,067.66	1,851.28	
Balance as at 31 December	7,079.30	8,930.58	
<b>Represented by:</b>			
Bank of Qld Savings Acct	7,799.74	9,305.56	
Petty Cash on Hand	100.00	100.00	
Plus unbanked deposits	0.00	0.00	
Less Unpresented Cheques	-820.44	-474.98	
<b>Balance as at 31 December</b>	<b>7,079.30</b>	<b>8,930.58</b>	

## Reports from the 2006 Annual General Meeting... contd

Re: Insurance coverage for BBTA

Dear Stephen,

there has been some recent discussion about what insurance cover, and its extent is provided to BBTA by BQ. this letter will hopefully clear up the matter.

### **Background**

BQ has public liability insurance policy to \$10 million. In the interests of assisting cycling in Queensland BQ lists other cycling organizations (such as touring clubs and BUGs) on the policy, at no cost, in order that they may not need their own public liability insurance (likely at a substantial cost). This cover extends to the organizations themselves but not to individual members.

BQ has numerous other insurance policies to cover the organization and individual members for various things but these only apply specifically to BQ and it's members.

In the last two reviews of our public liability insurance policy it was made clear to BQ that the activities of the additional groups listed on the policy are in fact a significant risk and a major influence on the premium. This is an assessment by the insurer and the broker based on number and type of rides and activities. Despite this BQ continues to provide the cover.

Since about eight years ago when the coverage of BBTA was first initiated there have been some uncertainties about specifically what is covered. During this period there have been substantial disasters in the insurance business, massive increases in insurance costs, substantial changes to both the BBTA and BQ in terms of the committee people involved, the number of members and the extent of activities.

Let's wipe the slate clean and state where the situation is at now.

### **What's in and what's out for the BBTA?**

To be clear BQ provides BBTA Inc. with public liability insurance. This insurance does not cover individual members, committee members or ride leaders in any specific capacity.

In recent times some BBTA rides have become a matter of concern in relation to the public liability insurance.

The concern relates primarily to the printed (newsletter, web or otherwise) suggestion that a ride might involve bunches riding fast or have some slight competitive feel to them. The matter is not one of speed alone but speed, competitiveness, group size, rider skills, road conditions, and the like combining to substantially increase risk.

These things may happen on a particular ride due to the particular riders inclination and the conditions being conducive but to promote such things is not within the limits of the insurance policy provided.

BQ consels the BBTA not to use words and phrases such as: paceline, pacemaking, peleton, open 'blast ride', drafting at speed and the like and certainly not to promote such actions.

How these matters are applied are up to the BBTA and it is not possible to make the matter any clearer nor to be specific to a point of nominating a maximum speed since the risk speed creates is relevant to many other factors.

Some say these things happen on BQ events so what is different? Simply BQ does not promote such things on its events; it does not use words in literature or actions that encourage or suggest such things; BQ often uses words and implements actions that actively discourage such things; on large events we have dedicated police, marshals, signage, medical crews, sag wagons, food and water that exist to respond to the increased demand and risk created.

Organizations such as Cycling Queensland, which cares primarily for competitive cycling, has quite strict conditions and procedures for associated clubs and events. These can include, for example, each rider having been formally trained in the particulr skills needed for fast bunch riding and/or having an official coach present.

We do not seek to influence the actions of the BBTA other than to advise on the matter of our BQ insurance. we encourage the BBTA to seek independant advice regarding insurance and to purchase a separate policy if that suits legally and financially.

We hope this assists the BBTA to understand the nature of the cover and the concerns we currently have.

Yours sincerely,  
**BBICYCLE QUEENSLAND**

Bill Loveday  
President  
18.1.06



I am pleased to be continuing on as the Association's Rides Coordinator following my re election to the post at the AGM and I look forward to convening the Ride Planning nights and bringing you the regular ride calendar.

I am implementing a more interesting format to future ride planning nights; you are all cordially invited to come along, whether you are a regular ride leader, an occasional ride leader, a budding new ride leader or a rider just interested in seeing how this planning process works and how it is integral to bringing the riding membership a diverse calendar of rides every two months.

As far as the rides are concerned, and in particular their descriptions and categorisation, any consideration of changes will include full consultation with leaders and participants where practical. For now, riders will see the introduction of a new category..."brisk"; so study the categories section of the rides calendar to see how this fits in.

As we are now already a third of the way into the new Achievement Awards Year, I wish to remind you all that the Awards system for 2006 will remain as it was for 2005; so keep up the riding and the

maintaining of your brevet forms.

It is also timely now to remind you also of a couple of formalities in regard to the smooth and pleasant accomplishment of the rides posted in the calendar –

For leaders: *please endeavour to stick to your ride descriptions* in terms of distance, pace and degree of easiness or difficulty (this will ensure your guests on your ride will enjoy the experience);

For participants: please be confident to choose a ride based on its descriptions but be sure to *realistically* match the ride as posted with your cycling abilities (this will ensure you enjoy the ride as well as allowing the ride to proceed as the leader has intended it)

However.... a BBTA ride leader will never leave a participant stranded or lost. Each ride should have a tail rider to sweep up those riders who are not quite keeping up.

Two FAQ's –

**Can rides be cancelled?** - The short answer is: Yes and No. It all depends on the phone icon. There are two ways of organising BBTA rides. One way (with the phone icon) is that the leader specifies that he/she wants prospective riders to phone (or email) beforehand to register for the ride; the leader then takes responsibility for keeping these riders informed about changes to – or

cancellation of – the ride. The other way (without the phone icon) is that the leader does not want riders to register beforehand; riders can simply turn up on the day. The *quid pro quo* is that the leader **must** either lead the ride (rain, hail or shine) or find an alternative leader to lead the ride. If you cancel a ride, show up at the starting point or have someone else go and announce that the ride has been cancelled, unless it's obvious from the weather conditions that the ride is cancelled. You should still submit the cancellation ride sheet/liability waiver for the club's records.

**If you can't lead your ride?** - If, for some reason, you can't lead the planned ride yourself, try to find a replacement. The Rides Coordinator may be able to help you find someone. If you advertised the ride in the calendar as including a map or cue sheet, be sure your replacement leader has them.

Finally.... The first of the training and information sessions went very well, participants, all of different levels of ability and experience, and everyone claimed to have benefitted from participating. The second and third sessions of the series will be scheduled for the near future, so please stay tuned.

For now, ride safely and pleasurably, and I will see you on a ride or at a ride planning meeting or social night.

Frances

## Tour Report...

### Otago Central Rail Trail is tops.

We recently enjoyed a great three days on the Otago Central Rail Trail, NW of Dunedin in New Zealand. What a great experience.

A railway was built between Dunedin and Cromwell in Central Otago between 1879 and 1921. Most of the line closed in 1990 and in 2000, 150 km of the old rail line became a rail trail for cyclists, walkers and horse riders.

We took the tourist train for 64 km of remaining track from Dunedin through the Taieri Gorge to the small town of Middlemarch. There we picked up bikes and panniers from Blind Billy's Holiday Camp. After a day riding back along roads to the remote railway station at Pukerangi, we set off on the rail trail. We covered 45 to 60 km each day and stayed overnight at the Ranfurly Backpackers and then at the Broadhaven B&B in Lauder. On the third day we reached Clyde, to leave our bikes, pick up our backpacks that had been delivered there, and catch the bus to Queenstown to do some walking. Blind Billy arranged everything from the airport shuttle in Dunedin to the bikes, accommodation and pack transport - <http://www.railtrail.co.nz/#what>. Other operators provide similar services on the rail trail and it is possible to ride in either direction. If you wished, you could pick up bikes in Dunedin or, alternatively, bus from Dunedin to Clyde, cycle back to Middlemarch or Pukerangi, and then catch the train back to Dunedin.

The ride is through remote rural NZ, with very few small towns on the way. The track is all-weather gravel, with lots of farm and road gates to negotiate, with gentle grades, great scenery and few people to share it with. In February, we saw an average of 14 cyclists and 4 walkers each day. With their straight and gentle tracks, rail trails could be boring; but the Otago Central Rail Trail is interesting in that you are riding through the back yards of rural properties, with lots of animals and with sections of gorge, tunnels and viaducts. It would be great in any season. We saw it in Summer, but would like to do it again in Winter, when the hills would be snow-covered.

Keith and Christine Cordwell

## Upcoming BBTA Tours..... **Terry de Jonge 0421 644 009 - 3846 7758**

### **Easter 2006 Tour (April 14 -17<sup>th</sup>) Beach & Bush Escape! 202km Medium.**

9.00am departure phone for details! A four day tour in picturesque Northern NSW starting at Murwillumbah. Please phone to register by Monday 5 April.

### **A update of the BBTA September Tour. BBTA Waterfalls & Waves Tour 520km**

September 23 to October 1, 2006 (Med-hard) This tour begins at Armidale in the highlands of NSW

### **Post Tour ? Armidale to Brisbane 544km**

For anyone interested, Gael & I are intending to take a week to ride back to Brisbane via the Summerland Way.

### **Saturday 29 April – Monday 1 May 2006 Kyogle Woodenbong Long Weekend Ride via Lions Tourist Road**

**Depart:** Rathdowney 8:00am **Distances:**70/66/41km **Rating:** Medium-hard/Hills

Phone to register by Monday 24 April.

### **20 -21 May 2006 Jondaryan Woolshed Weekend Tour**

**Distances:**58/68km **Rating:** Medium **Depart:** Toowoomba 8:30am

Newtown Park Cnr. Tor Street & Taylor Street

please phone Terry by Monday 15 May.

## "Make the wind your friend" by Frances Wellington

I pen this *personal* article, my first for the BBTA, coming up to nearly three years of riding with members of this club. I can say I have had a very interesting time AND *despite what others may say*, I joined *primarily to learn how to ride a bike properly on the road*, up until that time I had been somewhat of a scaredy cat hugging the kerbing on roads and *stressing out* on bikeways. My very first day outing showed me my first lesson in '**pedalpower**' and introduced me to the term '**headwind**': uhhh HUH . . s\*\*t! . . I had to pedal continuously to keep up! . . . AND ?? my GOD, wasn't this meant to be a slow one?, or did they say social pace ? I don't know! I exasperated under my breathless-ness. No more pedal/drift/pedal. I'm falling behind, I may get lost. "Ok" I said to myself; "yep, I can do that", and practised the art of pedalling in between outings so I could keep up. Up down up down round and round blah blah blah (breathe) she loves me yeh yeh yeh (breathe) and I sang anything I could remember to pass the time on my own. You can't sing (*nor whistle a toon*) whilst crossing the Hornibrook, however, it just AIN't possible. Fortunately no-one was EVER within rotten avocado throwing range of me riding along Kedron Brook bikeway (they got me later, on a quiet day, unsuspecting, from their lair up on the embankment). "Not fair I squealed, chasing after the co-horts on my girly hybrid", stopping in my tracks realizing . . . what a dummy I am . . I now need **MUSCLES!** annn-d-d-d-d A MOUNTAIN bike!

Such behaviour abounds!, in contrast to the **friendly** and **wise** much more **maturely** greying BBTA fellow who'd sidle up beside me on the second club ride, *eyebrows raised* " Fran, just wondering . . when's the last time you cleaned your bike ??? " . . . pause . . . to which I erred "I dunno, how often are you meant to do THAT?" sneaking a peek at the rear axle where the chain thingy goes round the funny little toothed thingy's . . and so from there on I was hooked, these BBTA people were **brainy**, and took me under their wing and showed their new groupie bit by bit what was what and how it was done and worked.

Then misfortune appeared as it inevitably does to those of enthusiastic exuberance, my apologies to this day go to Geoff Unwin, that ankle injury brought a few tears to your eye I know . . . I **thus realized I had to improve my act**. I was a *riding disaster*, ever so descretely freaking out when other riders came too close, particularly *'on my hammer'*.

Then voila ! and the knight in white plastic raincoat re-appears in my midst again. You remember, the funny balding dutch guy with *the cute buns*. As the months rode by me and my *not-so-newbie ride buddy* spent many kilometres improving my 'style', passers by turning a blind eye to us barely being able to stagger *around (in fits of laughter of course !)*, before re-mounting our trusted steeds and wobbling off.

Then there comes a time though when every one has to learn to do it for themselves; **be your own mechanic that is**. Unless you want to walk home in the dark *that is* (after the bumpy bumpy glass strewn KB bikeway broke your *only* light that is and moi could not see well enough to change the tyre!). And from that day forward I stood my ground, pushed the darlings sweetly aside, and **FIXED MY OWN BUSTED TYRE** on the side of the road myself (only AFTER practising with all all my might with shapes and sizes of the '*floppy stretchy black demons*', finding the best leveraged positions on the garage floor. And I am proud to say I got it down to a fine art for someone who has girly wrists!); moi then bought decent lights that could withstand the rigours.

Which brings me to mention Shultz Canal, *the hybridist's mecca of smooth asphaltous 4 metre wide bikeway heaven*. Eight kilometres of practice pavement . . . and headWIND, tailWIND, sideWIND, fore and aft WIND, and GREAT SUNSETS! Sound the trumpets! I could now be like Lance. My lungs could *grow*. My limbs become *sveldt*. Between April showers my buddy and I would practice **cornering** in the wetlands, **ducking for cover** under bridges in the storms along KB bikeway, and this new thing called '**drafting**' without spraying each other in the face with filthy roadspray! **What fun! What de-lite! just like a coupla kids**. Because in a headwind, *I needed to be helped along*, how else was I gonna get to the other side of THE bridge over windy waters to partake of scrumptous dining with my chums?

I've **practised** this art *incrementally improving* my style with Wim, Stephen, Kerry, Gerard, Torben and numerous BBTA members, whom I have become acquainted. It's no big deal after all . . . like anything *to be mastered* it comes down to repeated **experimentation, quantification, and implementation**. And as a fairly proficient and reasonably experienced ride leader these days with

13,000+ km of riding under my wheels I have **still a lot to learn**. Next is **more efficient hill climbing and descending**, after being somewhat surprised by a recent photo of the *ever young grinning Lance* in crouching position, *knees tucked in, elbows down and close to his torso*. Huh, so that's how you do it! Who was it that stated the body was designed to *live to 120?*

*Wonders* now never cease, a girlfrind of mine (an *effervescent* beautifully make'd up flatbar *roadie*) has now joined the tube changing *lineage* of BBTA women. *Congratu-inf-lations!*

**To be shielded from wind resistance by another** I have thus discovered for myself, trained on the job, by the *ever patient, friendly and caring members* of this club is an *ok thing for me to do*. So is riding *on the road in single file* at a fairly consistant pace with the objective of **most efficient use of available energy**. This enables us to travel as a **visible** and **fluid** group out on the road amongst larger vehicles giving us '**presence**' on the roadway. With either a single leader or a rotating lead by the **stronger members of the group the weaker members are trained in a protective fashion**, learning out in the field, not from a book! I have never witnessed aggressive or offensive behaviour by any one team member at any time. This **attitudional difference** brings about a level of *trust* that develops between *true friends*, the *compassion* that is shown to up and coming cyclists, and the *degree of respect* these people are willing to *share* and *receive* from within this *great group of people* we have called the BBTA . . is what keeps me interested in this sport.

That's it in a nutshell folks. . . what I've learnt from *my experience*, thus far. Thanks BBTA . . for you guys and ladies know how to '**mind the gap**' between **recreational touring and competitive racing**. **You know all about 'the passion' that we feel about this sport, it is inherant in the way you do the things you do; there is no confusion here !** As a result I can now ride on any given day in practically any weather condition on my own in almost ANY traffic situation where cyclists are permitted to be, and now even do so for my day-to day work when I can. **Take away any part of this wonderful training you have given me and I would not be as realistically confident as I now am, and for that I take my hat off to you**. "Tandem Implebituer" (at length it shall be fulfilled); from Fran, proudly no longer a *passive namby pamby!*

## Member Profile Ginny Scott

**In this edition of Cycling Times we meet Ginny Scott who kindly accepted my invitation to join in the fun of member profiles. This is her story:**

### 1. What is your favourite bike, and why?

My Giant TCR one road bike. Being carbon fibre it is very light and easy to carry through airports or onto bike trucks. It's lovely to ride and I had one low gear fitted for those big unexpected hills.

### 2. Favourite gadgets and accessories on your bike?

I LOVE my flight deck computer. I just press my thumb on a tiny lug near my brakes and it tells me all I could want to know. It has a constant reading of what gear I am in.

### 3. Your favourite ride?

Definitely when Allen and I did a Bikestyle tour with the 2004 Tour de France. We rode about 600kms over the 10 days on courses before or after the tour went through and some days on a previous year's course. We got to see plenty of the tour each day as we also had a bus to take us and our bikes to another section of the race. More recently my favourite rides are anywhere with my grandsons Joey (5 years) and Eli (2 years). They just love it, as the photo shows. Joey and I do all the Brissie charity rides together.

### 4. Your worst cycling experience?

Probably crashing on an inner city bike track when a young BMX rider passed me, jumped in front, jammed his brakes on, all in a few seconds. Though, an accident our pack of six had outside Ipswich was more sickening. The three guys all went right and crashed, the three girls all went left and stayed up.

### 5. Right or left foot down at the traffic lights?

Left

### 6. What do you like to eat and drink on a ride?

Coffee is a great starter! Gatorade on the ride gives me any energy I need, so I don't eat unless the ride is over 100kms and we have a lunch stop. If I'm going to eat I do love a pie and coffee though I try to talk myself into something healthier. Nothing too heavy is best.

### 7. Your favourite rest stop?

Anywhere with coffee. I enjoy our Stones Corner breakfast on Saturdays as I love the social atmosphere after a hard ride.

### 8. Any cycling goals for the coming year?

Next week I'm heading off to the West Australian Bike Ride over two weeks. As Allen has to work, I am going as Graham Roberts extra wife as I did on the Victorian ride. Vicki shares him with me - as we are all chatterboxes it's a noisy association.

### 9. Where do you have your bike serviced?

The Allen Scott Cycle Workshop. On the odd occasion I go to a bike shop. Allen usually has to adjust it after. He knows most things about bikes, riding, and me, so he's the perfect choice.

### 10 What do you enjoy about the BBTA?

Everyone can find or lead a ride to suit their own ability. More women seem to be doing the faster rides which is great. We have formed some good friendships through BBTA and for that I say thank you!

Thanks Ginny



### Would you like to be part of the Cycling Times member profile page?

You would?... Great !!... Write to me at - The Editor, Brisbane Bicycle Touring Association Inc. P.O. Box 286, Ashgrove Queensland 4060. or email [editor@bbta.org](mailto:editor@bbta.org). and simply provide me with short answers to the typical questions posed in the profile you have just read on this page. We would love to hear from you!

# Contacting the Brisbane Bicycle Touring Association

Our friendly committee members can be contacted at the following addresses:

Position	Current holder	Email address
President	Bob Schofield	<a href="mailto:president@bbta.org">president@bbta.org</a>
Vice President	Paul Gubesch	<a href="mailto:vice_president@bbta.org">vice_president@bbta.org</a>
Treasurer	Judy Tait	<a href="mailto:treasurer@bbta.org">treasurer@bbta.org</a>
Secretary	Kate Gubesch	<a href="mailto:secretary@bbta.org">secretary@bbta.org</a>
Rides Coordinator	Frances Wellington	<a href="mailto:rides@bbta.org">rides@bbta.org</a>
Social Officer	Chris Blackmore	<a href="mailto:social@bbta.org">social@bbta.org</a>
Editor	Elizabeth Catchpole	<a href="mailto:editor@bbta.org">editor@bbta.org</a>
Webmaster	Kerry Neighbour	<a href="mailto:webmaster@bbta.org">webmaster@bbta.org</a>
Librarian	Deborah Lloyd	<a href="mailto:librarian@bbta.org">librarian@bbta.org</a>
Publicity Officer	Ilan Ivory	<a href="mailto:publicity@bbta.org">publicity@bbta.org</a>
Equipment Officer	Lindsay Fawdry	<a href="mailto:equipment@bbta.org">equipment@bbta.org</a>

We can also be contacted by phoning 0413 345 315 or in writing by mail at: Brisbane Bicycle Touring Association (BBTA) Inc. P.O. Box 286, Ashgrove Queensland 4060. and you can also fill out our on-line feedback/question form, [www.bbta.org](http://www.bbta.org).

### How to pay your membership:

The fees are the same as last year—\$30 for individual membership and \$40 for family membership (please list all members for our records). Fees cover the period 1 April 2006 to 31 March 2007. If you join after 30 September, you pay half the amount shown above for the period up to the next 31 March.

**Method One** — pay in person at a ride planning or social night, or send a cheque to The Treasurer, BBTA, PO Box 286, Ashgrove, Qld, 4060

**Method Two** — pay at a bank or via the internet into the following account:  
Bank of Queensland  
Account Name: Brisbane Bicycle Touring Association Inc  
BSB: 124 030  
Account No: 9013 3701

When depositing in the bank, please ensure that all payments are referenced with surname and first name of the person that the subscription is for. Confirmation of payment (including a list of family members if applicable) should be sent by email to the Treasurer.

Cycling Times is the newsletter of the Brisbane Bicycle Touring Association Inc. It is published every two months. Contributions are welcome, especially reports of tours, day rides and any cycling related pursuit.  
*Opinions expressed are those of the contributors.*  
**Deadline for the next issue: 8 May 2006**

# Closing lines .....

**Would you like your Cycling Times in full colour**, and perhaps with extra pages of information and resources, and even ahead of time?... **you would** ? and wish to receive your newsletter via the net, then email the [treasurer@bbta.org](mailto:treasurer@bbta.org) and we will send it to you a week before the snail mail can deliver it. The newsletter is in Adobe PDF format, it isn't too large, and you can download it simply by clicking the link in your email. If you don't have Adobe Acrobat Reader it is available from the BBTA website via a link, at no charge.

**Bob Schofield is seeking expressions of interest from potential participants in an extended tour of the deep south of the USA in 2007. Briefly, 2,300kms in 3 weeks, probably in June, starting Charleston, South Carolina and ending in Nashville, Tennessee. For more details, map and a briefing paper, log on to the BBTA website and click on "Tours"**

### ACHIEVEMENT AWARDS 2006

Riders who seek the award of a BBTA Achievement Certificate or a BBTA Imperial Century Medallion are advised that to achieve recognition at the Christmas function you must: (1) manage your brevet form (available from the BBTA website, your Rides Coordinator, or the library) (2) submit the completed brevet form (showing the combination of BBTA Achievement Rides for which an award is sought) to the Rides Coordinator before the end of the last day of November 2006.