



# Cycling Times

The BBTA News - cycle for fun, fitness and friendship - Number 124 Aug/Sept 2005

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

## Swap Night

**12 September 2005  
see page 8**

**BBTA Jersey Sale  
20% off the price  
see page 7**

Welcome to our new members. These cyclists have joined the BBTA since our last newsletter.

## From the Editor's desk.....

*Wim Verbakel*

Greetings fellow riders -

Winter is well and truly here, and recently has favoured us with some good rainfall.....I trust you are all well and enjoying your cycling. I hope you enjoyed reading the last newsletter. I had fun putting it together. Hope this one passes muster too !

Since the distribution of the June/July newsletter, I have had very little feedback on the proposal to move toward the fully electronic option of newsletter dispatch, certainly not enough to guide or convince me one way or the other. And there may be equity issues associated with an expanded newsletter being available only to our members who have online access, perhaps "discriminating" against those who do not and those who choose to get their newsletter by post. In the interests of balancing "newsiness" with production costs, the option of going fully electronic, or an option of limiting hardcopy to 8 pages and going electronic with an expanded version, will still remain alive. Further comment and debate is invited. Let us know how you feel about the equity issues and about newsletters in general.

We are all familiar with the Association's catchphrase that "we cycle for fun, fitness and friendship" and many of us know that among the guiding principles of the BBTA are "... to provide and encourage instruction in matters of bicycle safety", and "... promote and encourage the bicycle for transport and recreation". Well, your Committee has decided that one contribution for its year in office will be the drafting of two publications which are intended to become a resource in furtherance of these tenets, and to also support the objects of promoting and encouraging bicycle touring. These booklets are to be the *BBTA Ride Leader Guidelines* and the *BBTA Rider Handbook*. The *Ride Leader Guidelines* encourage and support existing and prospective ride leaders in their role; the *Rider Handbook* will be a general interest BBTA document for existing and new members.

Each booklet addresses a wide range of topics, hopefully answering all you need to know as either a ride leader or ride participant, and each expands a great deal on the information (and clarifies misinformation) members generally have gleaned through participation in BBTA rides. First drafts are available for perusal; for your convenience, the documents can be seen in hard copy (in bookfold format) at Ride Planning and Social nights, and also in pdf format on the BBTA website. To whet your appetite, turn to page 11 for a listing of the "contents" of the booklets.

The Committee wants the whole membership to participate in this initiative and indeed to take ownership of the finished product. Therefore all members are encouraged to critique the works and to contribute to their content and flavour. You can do this by writing to any of the Committee, before 12 September 2005.

Stay safe, and above all, enjoy your riding. *Wim*

Paul CHURCH and Sam RUSH  
Ray COPELAND  
Douglas DALTON  
Owen FOLEY and Dixie STATHAM  
Kathie GRANT  
Peter HALEY

John MORTON  
Liz RANDALL  
Linda REID and Jackie ZILLMAN  
Colin SCOBIE  
Carolyn Van DYK  
Len WALTERS

## Quotable Quote.....

*A truly happy person is one who can enjoy the scenery on a detour.*

## President's Report

Stephen Jackson



things  
new and  
old

One new ride this year is the BQ mass ride on Sunday 9 October, Brisbane to the Gold Coast is 100km, with the option of Beenleigh to Gold Coast at 50km. These rides are in connection with the national bicycle meeting being held in Brisbane at that time. Check BQ's website for the latest, or the next BBTA Newsletter.

This is possibly a one-off ride, so make a note in your diary, and make the most of it.

One old (?) ride on again is the Salvo ride, on Sunday 27 November. We are riding from starts around Brisbane (watch the calendar), converging on the Caxton Street forecourt of Suncorp Stadium. We went to King George Square in 2004, and the Sunday Markets made it very crowded.

This ride will continue to be held, but make a mark in your diary, anyway

There'll be an Aluminium Chef competition in Saturday, 12 November. All tourers, and would-be tourers, and campers, who consider themselves good cooks on the Trangia (and similar), can prove themselves that afternoon. Ride in with the necessaries, and do a cordon bleu meal, for one, or two. Non-cooking riders can buy their own. We'll look for a central location, haven't found it yet,

You'll read, in this edition's editorial, mention of handbooks, one is for day ride Leaders, the other is for riders. These handbooks will bring some rigour and uniformity to our ride organisation and conduct; a help for new leaders; good for riders; and essential in this day of harder-to-get insurance cover. Nothing in these handbooks will stifle creativity in rides – if it's legal, it's allowable.

The Bunya Mountains ride went well, I heard. I congratulate anyone who rides those roads. Surely that rates as a Classic Ride?

If I don't see you at meetings or rides, ride well. And Enjoy!

Stephen

## Rides Coordinator's Report

Frances Wellington



At the very first meeting of the BBTA we adopted the objective 'to provide and encourage instruction in all matters concerned with bicycle safety'.

At the committee's request our editor has undertaken the initiative this year to compile comprehensive instruction to our members in the form of two handbooks.

By the time this newsletter goes to print I expect many BBTA members would have had the chance to digest the draft editions of the "Ride Participation Handbook" and the "Ride Leader Guidelines". I am impressed with the content and tone of delivery of information in both documents. I welcome the initiative of the anti-discrimination policy, and I hope others will share this view. I envisage that the booklets will serve as intended to become a useful guide to safe and pleasant riding for our members, and that the underlying message of 'mutual respect' will be adopted fully by all who participate on our rides.

It is time to educate new members, refocus and remind existing members of issues concerning matters relating to bicycle rider safety and etiquette in our club. In this report I wish to draw to everyone's attention the following essential points:

**First and foremost, by participating in a BBTA led ride, participants are in fact accepting a ride leader's invitation to join him/her on one of their rides, and as such, you are an invited guest, so please behave like a guest.** Respect the ride leaders instructions. Follow (with and/or behind) the leader as requested to do so. Not only is it disrespectful to the leader if participant/s make a habit of riding out in front of the leader (*unless INVITED to do so*), it sets a poor example for new members. The leader has undertaken to 'guide' the group, and has enough to contend with by doing just this.

**Riders are asked to keep the leader informed by notifying if you are planning to leave the ride before the end, and by passing the word if someone leaves or breaks down.** Riders who make a habit of repeatedly leaving and rejoining the group during the course of a ride without doing so cause delays to the group, frustration to the leader, and are being impolite and inconsiderate to those who are looking out for each their safety and wellbeing.

**With regards to traffic regulations remember that a bicycle is a vehicle and that bicycle riders are in fact in charge of a vehicle, and therefore, must obey traffic regulations.** Respecting the law and behaving in accordance with traffic regulations as an individual protects the group as a unit. If you are unsure of regulations, then ask . . . educate yourself !

One behaviour I have repeatedly observed, being a ride leader who has stopped to give way at a 'T' intersection to make a turn (with voice & hand signal) . . . to witness an experienced rider (who should know better) then 'drift' past a safe distance into the intersection, narrowly missing motor vehicles . . . right in front of my eyes ! I am alarmed by this behaviour, knowing that not only has the rider put his/her own life at risk, at the same time no doubt **caused distress to the motorist, as well as other onlookers.**

**For the benefit of new riders and a reminder to experienced riders riding single-file in traffic, riders are not to block traffic by riding more than two abreast (unless overtaking), being no more than two abreast ALSO APPLIES to pulling up at intersections.** Develop the habit of pointing out road hazards, and to use hand/voice signals for turning or stopping. Riders are NOT encourage to call out "Clear" at intersections to indicate that no cars are coming. "Clear" is a subjective and temporary condition, so riders should always look for themselves. You are cautioned not to run stop lights or stop signs out of fear of being left behind. There will always be a regroup point ahead.

At a stop sign or stop light, join the line of cars. Don't pass cars on the left and make your way past the stop line into the intersection to position your self in front of the line of cars . . .

continued next page

## Rides Coordinator's Report..... continued

this really makes some drivers (understandably) mad. *Passing the stop line is in breach of the road rules. Taking the liberty to make motorists wait in this manner is unacceptable. Saturday Arvo riders please observe this applies to the intersection crossing of Gympie Rd. We ask riders to be courteous at all times and in all circumstances. Motorists who are impressed with the courtesy of a group of cyclists will be more inclined to treat other cyclists with respect.* Anticipate situations where your group may inconvenience others. For example, when you stop to regroup, be sure that you aren't blocking the road or the path. When you re-enter the roadway, wait until there's a break in traffic, so drivers aren't forced to slow down for your group. Be considerate if you happen to inconvenience someone, apologize and do your best to rectify the situation immediately.

*I am concerned for BBTA riders who undoubtedly impair their hearing by choosing to listen to music with headphones, as they are riding. As cyclists are physically more vulnerable on the road you need therefore to be attentive in every sense, you need to be fully alert and aware on the road. This requires not only your vision, but your hearing as well. I therefore wish to discourage the practice, for obvious individual and group safety reasons.*

*I emphasize here, in closing, that displaying good behaviour benefits all road & bikeway users . . . cyclists, motorists and pedestrians alike. Endeavour to always be mindful of the impact that your behaviour has on others. Keep your wits about you at all times ! Be alert at all times ! Our goal here is to have BBTA riders ENJOY participating safely*

*on our rides. Adopting good habits will achieve this.*

**Frances**

**New Ride Leaders Wanted:** The BBTA is always looking for leaders for the leisure and social paced rides; this is particularly so as existing leaders develop into leaders of the moderate to fast pace rides as their riding skills and strengths develop. So, if you would like to lead a leisure or social ride, and you would like help in planning a route or perhaps taking over an existing tried and proven ride, please let me know. You will be made most welcome, and I will see that you get all the help you might need.

## Ride Report... Maurice and Elizabeth's Medallion Ride.

**Bob Schofield**

### *"A Hundred Mile Epic Adventure"*

I first heard talk of this ride during Maurice and Elizabeth's very hot, 31° c "100K The Easy Way", in January. Even then, it had been some time in the pipeline, with the Gold Coast already featuring in their plans. So it was with a sense of expectation that I opened the Calendar for April – May and saw the promised rides listed for consecutive weekends in mid-May; another easy 105kms, followed by the *Medallion Ride* of 160kms.

The opportunity of an imperial century doesn't come along too often and a medallion at this year's Christmas party was promised. A scheduled 6.15am start at the Roma Street Parklands did not sound appealing for this lie-a-bed, the prospect of a "long day" was understandable but the necessity for lights was a dampener. On balance, though, Maurice and Elizabeth's offer of "an enjoyable and rewarding experience" was just too much to resist!

The leaders' preparation for the ride was thorough. They had covered the whole route by bike two weeks before the ride itself and were ready with an alternative route, should wind direction make this necessary. In the event, most riders did leave from Roma Street, but on the 6.30am train for Robina and the Gold Coast. This allowed riders the benefit of a following wind on the 130kms. northbound sector of the ride. With pick-ups at intermediate stations along the way, there were

eventually seventeen starters wending their way from Robina Station at 7.45am through the cool morning air, destination Tweed Heads.

After several early "administrative" stops, we got into our rhythm, striking the coast north of Burleigh and keeping as close to the water as possible. The Currumbin estuary was as hauntingly beautiful as ever and we got a first taste of hill climbing on the short climb past the bird sanctuary and into Tugun. We became interstate travellers as we moved into Tweeds Heads but the excitement was soon forgotten, as we laboured up two short, sharp, killer hills on the way to the lookout. The return downhill was even more precipitous but jangling nerves were soon calmed as we relaxed over breakfast and an ocean view in Kirra.

We pressed on northwards, beginning to feel the benefit of a gentle tailwind. An over-officious traffic controller at an outdoor concert in Broadbeach almost spoilt our equilibrium and we were very glad of the bicycle awareness zones as we negotiated the traffic through Surfers. We crossed the Nerang River off-road and hugged the beachside all the way along the Broadwater to a pit stop with the pelicans, where extra water was taken and sun cream applied, to combat the growing heat of the late morning.

The next sector was away from the coast along the old Brisbane road, which we left

for another short pinch up to the bikeway and a high-level crossing of the Pacific Motorway and lunch at the Helensvale Road shopping centre. It was mid-afternoon now and the ride north was punctuated only by a short regrouping stop at the Pimpama Strawberry Farm. We said goodbye to five of our group at Beenleigh before commencing the long drag over Holmview Hill and the descent into Waterford. Kingston road and Jacaranda Avenue took us into deepest Woodridge for another pit stop in the gathering twilight; some wise souls turned on the lights at this point. Everyone was fully lit by Fruitgrove, whence we swooped through the back streets of Sunnybank and Macgregor to pick up the new V1 Bikeway extension at Worrell Street and follow the southeast bikeway for the rest of the trip toward the city.

But we weren't finished yet .... Dictates of distance meant a detour over the Story Bridge and out along the river towards New Farm. Returning along the floating walkway with the lights of the city's high rises and bridges to guide us on the final few kilometres. We were all delighted to see Roma St Parklands and with a quick circuit of the gardens the *official odometer* clicked over the long awaited 160km! For the remaining twelve weary cyclists, the journey had taken almost 12 hours with around 8 hours cycling - our average being just over 19kph. What a day!

Bob Schofield

## *The Cooloola Coast Tour – A New Tour leader’s View*

This was my first time as a tour leader. I've led rides before and have gone on tours with other leaders and thought I'd like to have a go myself. The big motivator was probably that the June holidays had no ride proposed by any other club member and if I wanted to ride, then I would have to do something about it.

Planning a tour sounds easy: Join the dots on the map for 8 days. Book accommodation. Get some others interested. Go for a ride. Simple! Having this in mind, I started looking to involve Rockhampton, Gladstone and Yeppoon in an eight-day ride. The outcome after many hours of study was the Cooloola Coast Tour. It was damn inconsiderate of our forebears to put towns either too close or too far away for cycling convenience. So the Capricorn Tour will have to wait until Yeppoon moves or Moura gets closer. Booking campsites was a breeze except for the Wallace Motel and C.P in Maryborough. They are not cyclist friendly. The Gympie C.P. in Jane Street, Gympie on the other hand deserves our support as they looked after our cars for free.



As for interested riders, I started with a group of 16 and ended with a group of 11. In retrospect the planning was good with everything covered except for the weather. It doesn't matter how good your planning is, weather can always create havoc.

So the ride began. A sunny Saturday rolling 40 kms through the Mary Valley and into Pomona with only 2 temporarily lost cyclists and two withdrawals for health reasons.



After a pleasant meal in the dining room of the Pomona Pub [great desserts] we woke to a very overcast second day.



The 87 kms to Tin Can Bay over 50 kms of hilly country was looking harder as the rain started. And it was! We lost three riders for one reason or another and eleven very tired wet tourers coasted into cabins late in the afternoon. It rained and it rained. Day 3 to Maryborough turned into a very comfortable day at the Sleepy Lagoon Pub in Tin Can Bay. So much for planning! The rest day at Hervey Bay had moved to Tin Can Bay.



Day 4 and the sun was fighting its way back into dominance. A good day's ride to Maryborough with the only down side being a 15km straight-dead straight, to sap the energy out of you. But then we found that the Federal Pub does a great job of unsapping you with its coffee. With the sun getting the better of the rain clouds we managed to get to Hervey Bay by lunch the next day. Three of our earlier retirees had rejoined us and so our numbers had grown and Hervey Bay was a good camping spot with plenty of things to see.



After a late start, the next day, we returned to Maryborough and met at Hungry Jacks before heading off on the last 30kms of rolling hills to Tiaro.

Camping in a park for free with a hot public shower was a novelty. The biggest novelty though was finding a pub with a publican who was a stand up comic. After a hearty meal he provided about a half hour of one-liners designed to give your laughing muscles a work out.

Day 7 saw us on the way to Kilkivan. I described this as rolling hills. In a car it was easy. On a bike I think I was even swearing at the ride leader under my breath.



Suffice is to say there were plenty of hills. Enough to go round for everyone. I think every ride needs a "jeez, remember the hills going into ..." day. This was one of them. The Kilkivan pub turned on its charm for the night and we all slept peacefully in the backyard with the chooks. The last day back to Gympie was relatively easy, although Roy did point out that there were 22 hills between Gympie and Kilkivan. My answer to that is- at least there isn't 23!



The end result was that you can only plan so much and after that you just have to adapt. We managed to finish in good spirits. The rest day went walkabout. We all had a cycling adventure to remember. I'd like to thank- Dave Stokes and Andy McCann for their good humour,- Roy Smith because he "didn't give a rats"-he was here to enjoy himself and Christine Golab who joined him in this pursuit,- Marg and Bruce Stewart for their positive attitude-Maury Mulcahy for his help in planning, - Rosie Eden and Peter Kerswell who dragged me along when I was tired.- Anne Matthews because she just does it-no fuss. Would I lead another one? Yeh-I reckon!

*Graham Roberts*

It was bright, crisp and clear as the 'ridge challengers' headed off from Yamanto. Very soon the hustle-bustle was far behind as we spun over the early kilometers past the Amberley Base to the quaint country township of Rosewood on our quest to complete an enjoyable 80 klm ride.

Naturally there was the welcomed and mandatory bakery stop where two of our intrepid riders withdrew homemade cakes from their packs while the ordinary of us bought from such a great selection.



I was coerced into buying a giant apple and fruit slice which (as it was explained to me) was very healthy because of the fruit and natural ingredients, with a covering of icing that would do justice as a covering for any potholed road not to mention the ultra high sugar content that I was certain would give me an attack of the guilt's later.

As we left the friendly township the cold air gave way to warm clean country freshness and with the scent of the bakery still wafting, we headed out on a slightly undulating ridge road with 360 degree views of the Scenic Rim range on our right as we passed Mt Berryman, Franklin

Vale Plains, Red Gap, Mt Sylvia and the upper White Swamp Ranges siluetted behind. It was interesting to see the Durak pioneer home estate with its commanding outlook of the local landscape. They truly were Kings in command of their Grass Empire.



The Southern leg was through Coleville with some challenging hills and impressive views. Originally Weewalk Bush Foods had offered to put on a spread but due to time constraints we cycled on towards our luncheon Restaurant at Harrisville, passing the Dixons Line Marker of 1839 and viewing the Historic cairn. In this area the farming edges the road with rows of healthy green foliage stretching into the distance and the spray from irrigation sprinklers misting across the road.

The lunch was nothing short of fabulous, both in size and quality topped off with a giant 'real coffee' milkshake. I can thoroughly recommend Maccaways Café if you are passing through, so speak to our gracious host Jerry for the best attention.

Good exposure of our ride and Club will come through the local paper that had a

journalist at the Café to photograph and interview us about this very important ride event. As a local identity it is my job to assist in riding promotion in the district which includes the Cycle Queensland event through this region next September. I will distribute the published article to anyone interested. I am also happy to assist any Ride Leaders who wish to use my area knowledge and contacts and get the most from a ride in this district.



It was a struggle drawing away from Harrisville but to complete the ride we must. Returning on a well know ridge road past Ironbark Winery were a patchwork of stretching farmlands and to our right the Grampian Hills Range, including Mt Goolman, Mt Perry and Flinders Peak. The Ipswich Council (in particular Cr. Polke) are to be commended for their assistance in grading and rolling the short 2 klm stretch of unmade on Webers Road, especially as I had asked only on the week prior. Many thanks for making it better than any of the roads we had traveled that day.

Yours in pursuit of riding enjoyment.  
Andy 'Macca' McCann - Ride Leader.

In the coming months watch the rides calendar for an evening ride here which may be accompanied by great entertainment from our own Band (the Chain Gang) in a night of outrageous fun and moonlight fantasy riding

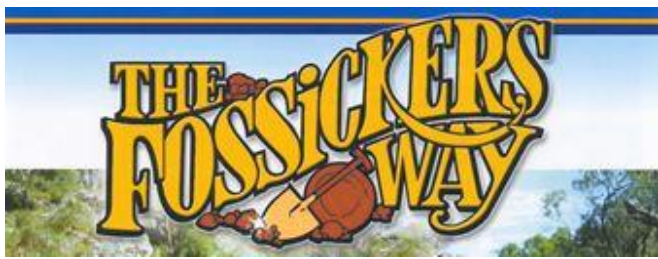
THE ICEMAN COMETH Who really is the carrier of the coldies? Is this a new development in pannier bags? Would you like advice from 'The Iceman'? Answers on page 10

## Touring ...

During the course of a year the BBTA holds many multi-day and multi-week tours. These tours are generally self supporting, but they also can be supported to a certain extent. It's best to check with the leader of the ride for such details. Much like the single day rides, the tours range in difficulty from the very basic 'Introduction to bicycle touring' tours, to multi-week self supported group tours. If you're new to touring it's probably best to start with the introductory tours and work up from there. It is recommended that you consult the ride leader as much as possible before the tour so everyone knows what to expect. Our club offers rides to suit nearly all of these different kinds of touring. You just need to check the calendars to see what's coming up, and of course get in contact with the tour leader who can tell you all the details you'll need to know.

More in the next newsletter... look out for it !

## Upcoming BBTA Tours..... BBTA Fossickers Way Tour 17-25 September 2005



Welcome to the BBTA Fossickers Way Tour 17-25 September 2005 (520km @ 65km per day). This is an unsupported, carry-all-your-own-gear tour with the main accommodation camping at Caravan Parks. If you wish to get cabins or o'nite vans along the way, except for Barraba, you will need to book them yourself. The tour is for members of the BBTA and SCBTC only. Overall Camping and Administration Costs for the tour total \$60, due by 31 August to the BBTA Treasurer. Further details, town maps, tour map & guide will be available once riders pay fees and confirm their participation with Peter Brennan [pd.brennan@bigpond.com](mailto:pd.brennan@bigpond.com) or call 3324 0982.

The tour begins and finishes at Pembroke Tourist and Leisure Park, 39 Waterfall Way (02 6772 6470), **Armidale**. The caravan park is located on the road to Grafton on the east side of Armidale. Vehicles may be parked here for the week for a fee of \$10. Armidale is 450km or about a 5.5 to 6 hour drive from Brisbane. Ride departure is at 11:00am on Saturday 17<sup>th</sup> September.

First night's stay is in **Uralla (45km)**, once a thriving gold town and the haunt of the bushranger Captain Thunderbolt. Accommodation is at the Country Road Caravan Park. (02 6778 4563)

On Sunday the tour travels on quiet roads to the village of **Bendemeer (70km)**. This is a delightful old village with many points of interest. You can stop to look at many of the old buildings in the village including St Stephen's Anglican Church, spend time on the river fishing or visit the Bendemeer Hotel. Alternatively, you can picnic on the Macdonald River. We'll be staying at Riverside Rest Caravan Park (02 6769 6604).

Picturesque country roads lead us on Monday to **Manilla (59km)**,



noted for its Federation-style buildings and beautiful wrought iron verandahs fronting the Main Street. These buildings include Royce Cottage Museum. Our camping spot for the night, Manilla River Gums Caravan Park (02 6785 1166) is located near Manilla Weir, which features The River Walk, said to be one of the most beautiful sections of the Namoi River and includes wildlife, unusual rock formations and river gums.

**Barraba (55km) via Split Rock Dam** is internationally known as "the Bird watchers Paradise" and is the habitat of the Regent Honeyeater as well as over 190 other species of birds. There are 14

bird routes that have been set out and all signposted. Accommodation on Tuesday & Wednesday is at the Barraba Caravan Park (02 6782 1818), where we will be greeted with great enthusiasm by owner Bob Richardson. A trip to a real 'on-the-go' shearing shed is one of the activities planned for the Rest Day. All cabins still available are being held under Peter Brennan's name. Some overnight vans are also available. Contact Peter to confirm a non-camping spot.

There are many beautiful places to see in **Bingara (65km)** with



walking tracks leading you across wild flowers; you'll see many native birds and even a wallaby or two. Camping will be at the Riverside Caravan Park (02 6724 1209).

**Inverell (86km)** is abundant with amazing places to visit. Browse through intriguing Antique shops, Art and Crafts at Cottage Kiya Gallery. The Inverell Art Gallery has many fine exhibitions. New England Wood-turning is where you will see many fine wood features on display. Our overnight stay is at Fossickers Rest Caravan Park (02 67222261), and there is a free shuttle bus to the local RSM in town, which is quite handy as it is a very long walk into town.

At 1320 metres above sea level, **Guyra (92km)** is the highest town on the Tablelands and is reached after the longest, toughest day of the tour, starting in Inverell at an altitude of 584m and finishing at the "Top of the Range". A town of about 2000 people it is known for its clean air, beautiful gardens, historic unique natural attractions and a friendly atmosphere. Our stay tonight is at Jelly Bean Van Park (02 6779 1241).

The final day finishes the tour with a much easier trip along quiet country backroads via Black Mountain, with about 10km of dirt road. We should be back in **Armidale (48km)** for an early lunch and a rest up before the drive home.

### Interested in Riding to Armidale??

For those keen to ride to the start of the tour this pre-tour ride starts in Beaudesert, with a number of people already planning to cycle out from Brisbane on Saturday 10 September. This is quite a hilly ride with some long days, so preparation will be required. Contact Peter by email [pd.brennan@bigpond.com](mailto:pd.brennan@bigpond.com) for details.

**Sunday 11 September**  
Beaudesert – Woodenbong  
(75km)

**Monday 12 September**  
Woodenbong – Bonalbo  
(50km)

**Tuesday 13 September**  
Bonalbo – Tenterfield  
(102km)

**Wednesday 14 September**  
Tenterfield – Glen Innes  
(94km)

**Thursday 15 September**  
Glen Innes – Armidale  
(110km)

**Friday 16 September**  
Rest Day

## Safer Cycling..... Magpies

### Safety tips for cyclists ... Magpies

In spring, beware of attacks by magpies. Being aware of the dangers and how to respond will help you to avoid most problems.

#### Why they attack

The magpie nesting season in Queensland is from early August to late November and during this time male magpies will defend their territory, nests and young families. Most magpies defend against real predators (such as cats and larger birds) but about 8 per cent also attack cyclists and pedestrians. Researchers state that most of this eight per cent have had a bad experience with humans, such as someone attempting to rescue an injured chick or thoughtlessly throwing stones.



#### How they attack

- Magpies tend to swoop from behind, often from the direction of the sun, so a shadow may be a warning.
- They usually utter a specific and recognizable squawk as they attack and some also clack their beak.
- Many make warning swoops and deliberately miss,

but some will make contact.

- Birds that make contact usually aim at the head, but learn not to attack helmets and do a side swoop attacking ears, cheeks and even eyes.

#### What to do

- In an actual attack, dismount to avoid danger from traffic or a fall -- more people are hurt falling from their bike during a magpie attack than by the bird itself.
- Once you have dismounted, look the bird in the eye - magpies usually won't attack when you are watching them.
- Other strategies can be to wave your arm above your head, confusing the magpie or to shout, frightening it.

To avoid attack in the first place, an orange bike flag on a long stick may confuse a magpie. Painting eyes on your helmet is not usually effective because magpies have excellent visual discrimination and can learn the difference between painted and real eyes.

Magpies have a fairly small territory and it might be possible to use an alternative route during the swooping season.



## Safer Cycling..... Road rules

The Queensland Road Rules are contained within the [Transport Operations \(Road Use Management - Road Rules\) Regulation 1999](#).

Under the Road Rules, bicycles are considered vehicles and as such, people riding bicycles must obey all the general road rules. As a legitimate road user, you have the same rights and responsibilities as other vehicles.

There are also specific rules that apply only to bicycles and cyclists and one of these is presented below as a helpful

reminder. The numbers in brackets refer to sections within the Regulation.

#### Roundabouts (s111, s119)

- The drivers of vehicles who want to turn right at two-lane roundabouts are required to enter the roundabout and complete the turn, from the right hand lane.
- As a cyclist, you are exempt from this requirement and may enter the roundabout and complete a right hand turn from either the left lane or the right lane.

- As a cyclist, if you choose to make a right turn from the left lane, you are effectively changing lanes each time you ride past an exit. As such, you must give way to any vehicle that is crossing your path to leave the roundabout.
- Cyclists may turn right from the right lane of two-lane roundabouts. Cyclists may also turn right from the left lane of two-lane roundabouts, but must give way to vehicles that cross their path. **b**

## Sale 20% off the price of a club jersey!!

\$64 for a Short Sleeved Jersey or \$72 for a Long Sleeved Jersey.

Our manufacturer has changed the cut of their jerseys.

To save confusion, we are clearing out our old stock before we reorder the new pattern.

Contact Bernie either by email at [vice-pres-bbta@optusnet.com.au](mailto:vice-pres-bbta@optusnet.com.au) Or phone (07) 3393 4801.

**Tyres/Tubes in general :**

Watch those tyres. If they are worn through the top tread layer, sliced right through or kinked, replace immediately. Very small nicks and holes can be filled with silicone or similar to temporarily keep out grit and grime. Inflate to correct pressures, with a hand pump. Avoid using service station air hoses. *Use puncture patches and other temporary repairs as a means to get you home only.* Replace the damaged tyres and tubes as soon as you can. If you have deep section rims and can't always get tubes with long stems, a gadget called a valve extender is a very handy piece of kit.

**How to patch a tube and why to patch a tyre:****Step 1**

Clean and dry the punctured area. Choose the proper size patch and with the serrated buffer or rough emery paper provided in the repair kit, roughen the tube around the puncture in an area larger than the patch.

**Step 2**

Spread the glue evenly over the roughened area to assure proper bonding.

**Step 3**

Let the glue dry until it appears no longer wet. You can assist this by gently blowing on the glue however avoid blowing any moisture onto the glue as this may prevent the patch from sticking. Remove the aluminium backing **do not touch this adhesive side**. Remember the side of the patch with the aluminium foil is the side to be adhered to the tube.

**Step 4**

Press the patch firmly over the glued

area and rub it with a hard instrument like the under side of a tyre lever. This is done to remove any trapped air between the patch and the tube.

**Additional tips for the tyre.**

In many cases a punctured tube also means a hole in the tyre. This hole can in many cases allow the repaired or new tube to poke through the hole when inflated. This can cause another puncture as the tube comes in contact with the road. This can be prevented by placing a patch on the inside of the tyre. This is done in the same way as repairing the tube (refer to the above steps.) This is only a temporary measure as patches tend to stretch and as a result the hole can open up again or the tyre can deform because the belting of the tyre may have been cut.

A stronger way to repair the tyre is to use a piece of Velox self adhesive rim tape. This rim tape when stuck to the inside of the tyre will reinforce the tyre and prevent tyre failure.

When fitting tyres and tubes to your wheels keep the following in mind.

1. It is always a good idea to sprinkle plenty of talcum powder on the inside of your tyres, especially new ones. This will allow the tyre to slide over the rim easier when putting it on the wheel. Also it stops the tube from sticking to the tyre and prevents the tube from perishing. Another tip is do not keep the spare tube in the box it came in. Keep the spare tube in a plastic zipper bag (Glad sandwich bags are ideal) sprinkle powder on the inside of the bag. Again this will preserve the spare tube, as they tend to split on the folds when rolled up.

2. Take care to put the tyre on the wheel in the correct direction. Some

tyres are directional, this can be seen by looking at the tread pattern. If the tread pattern has an appearance of being like an arrow then this arrow pattern should point in the same direction as the spin as the wheel. On the outside of the tyre there is the brand of the tyre. When putting the tyre on the wheel place the brand to the valve hole in the rim. The reason for this is in the event of a puncture you determine where the air is leaking out of the tube and can then locate any foreign bodies in the tyre easier because you know where to look.

3. When placing the tube back in the tyre put it in the same way it came out. This is because the patch on the tube and the patch on the tyre will provide double thickness where the hole is in the tyre. Similarly if the puncture was caused by a spoke, then the patch will reinforce the tube over the spoke. After determining the correct position, pump a small amount of air into the tube (this helps prevent pinching). Work the tyre and tube across to the other side of the rim. Then starting at the valve hole, work the open side of the tyre on to the rim. Try to avoid using tyre leavers when putting the tyre on the wheel as they can pinch the tube.

4. The last step is to pump some more air into the tyre and check that the tyre is seated on the rim correctly. This should be done to prevent the tyre from blowing off the rim as some tyres are a loose fit. If all is OK then fully inflate the tyre, if not do it again.

Happy riding.

*Remember establishing a good relationship with a qualified bicycle mechanic is important*

**Swap Night****Swap Night****Swap Night**

**The Social Night for 12 September is a swap night – for all those bicycle bits you have, needed, and don't need any more. Bring them to this night, and hopefully go home with less than you brought in. Consider it as upgrading your pile of useless junk into a small collection of Really Useful Bits**

## Member Profile

Helen Bawden

In this edition of *Cycling Times* we meet Helen Bawden I caught up with her on a ride a little while ago and posed a few questions and here is what she had to say:



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

The one I don't have. So that I can ride faster and for longer.

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

I don't have a single gadget on my bike.

**3. Your favourite ride?**

They are all good. I haven't been on a ride I didn't enjoy.

**4. Your worst cycling experience?**

Seeing Carol, a club member fall off her bike, breaking a bone in her upper arm. Tom Milne and Barry Norton had the ambulance and Carol's husband Bob at the accident scene in no time. The ambulance took Carol away. Bob took the bike and we finished the ride

**5. Right or left foot down at traffic lights?**

Right foot

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

I drink only water and don't eat

**7. Your favourite rest stop?**

Pam's at Nudgee Beach.

**8. Any cycling goals for this year?**

Not this year.

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

Gap Bike Shop

**10. What do you enjoy about the BBTA?**

The people. They are all great riding companions and always provide plenty of laughs and entertainment. Riding with the members of BBTA at the weekends gives me enormous pleasure

**Thanks Helen!**

## The Chain Gang

Robert Byrnes



*BBTA 'super group' cranks up*

Thanks to vigorous response to an invitation floated in the February–March issue of the *Cycling Times*, the BBTA now has the embryo of a band! Nine members of the club — eight players and a vocalist — have been getting together for a series of weekly rehearsals in a Coorparoo studio, working hard on a series of lively covers (and also having a damn good time!). Early indications are that despite years away from the music game, many of the 'has been' musos in the group are rapidly casting aside the cobwebs while other, neophyte players are lifting their game to performance standard. In addition to the vocalist, the band currently comprises drums, bass, three rhythm guitars, two lead guitars and keyboards. Still unnamed, the group is developing a repertoire of 15 to 20 numbers for an initial performance — perhaps at one of the BBTA social nights — around July or August. Watch this space! And if you missed the earlier invitation, contact Andy McCann (0409 203 405, [mccann@hypermax.net.au](mailto:mccann@hypermax.net.au)) or Michael Paris (0402 768 469, [dcsv@tpg.com.au](mailto:dcsv@tpg.com.au)).

**SPECIAL EVENT BBTA PARTY.**

Watch this space for info regarding the 'Chain Gang' launch and free party and festivities for all coming on Sat. 1st October. Mark your calander now.

**The BBTA has a sizable library of books, magazines, photo albums, literature of technical focus and once established, an archive of the club's historical material such as minutes of former meetings, previous newsletters etc. Items should ideally be returned in 4 weeks, on a Planning night or Social night, to allow others to access the library stock. Contributions to the library are always welcomed too, so don't dispose of any cycling literature you might think may be relevant.**

I also invited Andy McCann, leader of the Kings in Grass Castles ride to join in the fun of the "profiles", and here is what he had to say:

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

My riding days began with my Mum's encouragement so I have nearly always had a bike. In the 80's I bought a house in Melbourne which was close to the river and an extended cycling track to the CBD. After a degree of searching and price comparisons I went to a sale at a city cycle shop where I purchased a Miyata for the reduced price of \$685. She is my current bike which has seen me over many happy and sometimes bumpy miles and she's even done a 'Mulga Bill' headfirst into a river. Naturally there have been many upgrades and it weighs in like lead, having a steel frame, but she is very sturdy having once been run over by a car with very little damage except a buckled wheel and also dropped off a bike rack from a moving car. Then there are the times I have taken us to the brink of disaster where I came off worse ..... she said sorry that I had broken several ribs and that she was not more protective.

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

I once decorated Mi Yata with fireworks for a night party. They were my best ever effort at adding accessories but there was too much explosive and all the action was far too close so I jumped off as the bike sped down a slope into a pack of amazed onlookers, hissing and spitting sparks

as it lurched about.

### 3. Your favourite ride?

My favorite ride was definitely the Yarra River ride into Melbourne CBD. Maybe once or twice a year when the river was swollen due to high rainfalls, the bike track was under water in parts and that became very tricky trying to judge if the water was inches deep with the muddy Yarra water or did the bend in the track go left ..... oops ..... splash. Shaded waterside rides are my favorite.

### 4. Your worst cycling experience?

Strangely my worst cycling experience did not come until I went on the second of my three free rides with BBTA. In 2003 I joined a ride on the inner Brisbane cycle tracks and ran into the back wheel of a member who had the audacity to brake too quickly (or was I was too close). I eventually ended up in Greenslopes after falling at speed onto the asphalt. Heavily lacerated and sporting two broken ribs I exited the ride and joined the social gathering afterwards at a Bakery stop at Stones Corner then carted myself off to hospital. I cannot remember the muffins or coffee but every time I laughed, I cried and then bled on the table. Not a pretty sight but Mum would have been proud I stuck it out.

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

Definitely a left foot down at traffic lights when I decide to stop. Sometimes depends on the unclipping motion and I may get caught in a suddenly embarrassing stop.

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

I think that the bakery stop is a must on a social ride (and that is always). It's why I joined the Bakery Bike Touring Assoc. in the first place.

### 7. Your favourite rest stop?

As I mentioned above, my favorite rest stop could be a bakery but often times is a pleasant vista when the group props at a beauty spot for a breather and a swig from what ever it is in those water bottles.

### 8. Any cycling goals for this year?

My goal for the coming year is to have fun. I have retired (early) and wish to do a wide mix of rides, touring both supported ( Cycle Qld. 9 day ride) and unsupported, day and night rides etc. etc but mainly to keep fit and enjoy everyone's company at the ever present café.

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

Most bike shops shudder when they see me coming. Tools no longer fit my sprockets babe. Mi Yata has seen better days and I am thinking to upgrade her to a fancy new machine which I will ride proud in the saddle until the first spill. So if anyone has a spare modern bike they don't use or want to sell for a reasonable consideration..... maybe of the Trek persuasion ..... I'll be happy to discuss it with you.

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

The BBTA is a good club and I would encourage more social events, and that was my whole idea about the band, not only for the enjoyment of us impoverished old muso's but to offer some enjoyment and fun for members who like a vibrant social atmosphere. I ask that we all make the effort to join the fun just like my Mum who was a cyclist (of note) herself. Instead of a photo of me I have offered a photo taken not too many years ago which I hope you enjoy.

Thanks Andy aka Iceman !



## Draft Ride Leader Guidelines and Rider Handbook

Below is an extract of the contents of the Rider Handbook. The Ride Leader Guidelines have similar format, but go deeper, and take the perspective of ride leadership.



### Contents

- What is the BBTA?
- BBTA's no-discrimination policy
- BBTA privacy policy
- If you've never participated in a BBTA ride before
- What kind of ride do you want to do?
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  - Non-BBTA events
  - General enquiries about any rides
- Ride Etiquette and Rider Responsibility
- Before the ride
  - Rides where you must ring beforehand
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  - Listen to the pre-ride announcement
- During the ride
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  - The tail rider
  - Corner people
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  - Taking a bike on the ferry, bus or train
- After the ride
- Handling injuries
  - Handling severe accidents
  - What to do if one of your riders has an accident and is injured
  - Other concerns in the event of a severe accident
  - Who to notify in the event of an accident
  - Hypothermia
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  - Road rash
  - What to carry in a first-aid kit
  - Getting first-aid training
- Handling other problems
  - Riding in the rain
  - Avoiding lightning
  - Dangerous drivers
  - Dangerous riders in your group
  - Mechanical problems
- Tips for safe riding

## Bicycle Queensland



**Bicycle  
Queensland**  
Everyday Cycling  
Every Day

BQ provides the following services to members:

- .- Australian Cyclist magazine and Queensland Cyclist Newsletter 6 times a year
- .- Insurance: personal accident, third party & third party property cover when cycling
- .- Legal advice in the event of an incident
- .- Representation at state and local government level
- .- Discounts on BQ events & at participating bike shops

**BQ** supports the BBTA by providing public liability cover for the organization & ride leaders at no cost. Please help yourself & cycling by joining BQ. 12 months membership: \$70 single, \$90 household.

See [www.bq.org.au](http://www.bq.org.au) or phone 3844 1144.

## Cycle Queensland 2005

### Cycle Queensland Sept 3 –11

Imagine riding from the Spinifex deserts of south-western Queensland through to the vineyards and orchards surrounding Stanthorpe, then past spectacular waterfalls in the rainforest before hitting the sand and surf at the Gold Coast.

Cycle Queensland 2005 will visit all of this – and more! Starting on September 3, riders will head off from Goondiwindi and visit Yelarbon, Texas, Inglewood, Stanthorpe, Killarney, Boonah, and Canungra before finishing at the Gold Coast on September 11. The 560km ride is mainly flat with a daily average of around 70 km. Organised annually by Bicycle Queensland, the ride is a nine-day holiday on two wheels. The fully supported ride includes marshals and signage along the route, bike mechanics, medical assistance, police support, sag wagon, three meals a day and luggage transport. Each day riders ride into a new town where a tent city has been set up including toilets, hot showers, masseurs, a general store, a licensed cafe and much more. All riders have to do is set up their tent and then they're free to explore the local town and enjoy any entertainment, tours or markets put on by the local communities. To find out more about Cycle Queensland call 07 3844 1144 or visit Bicycle Queensland's website at [www.bq.org.au](http://www.bq.org.au) for an entry form. Entries close 5 August

## Contacting the Brisbane Bicycle Touring Association

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

Position	Current holder	Email address
President	Stephen Jackson	<a href="mailto:president@bbta.org">president@bbta.org</a>
Vice President	Bernie Woodhouse	<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	Bob Schofield	<a href="mailto:secretary@bbta.org">secretary@bbta.org</a>
Rides Coordinator	Frances Wellington	<a href="mailto:rides@bbta.org">rides@bbta.org</a>
Assistant Rides Coordinator	Chris Blackmore	<a href="mailto:rides@bbta.org">rides@bbta.org</a>
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Librarian	Deborah Lloyd	<a href="mailto:librarian@bbta.org">librarian@bbta.org</a>
Publicity Officer	Geoffrey Unwin	<a href="mailto:publicity@bbta.org">publicity@bbta.org</a>
Equipment Officer	Lindsay Fawdry	<a href="mailto:equipment@bbta.org">equipment@bbta.org</a>
Officer w/o portfolio	Robery Byrnes	

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).

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: 12 September 2005.**

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 2005 to 31 March 2006. New members joining after 30 September 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.

## Closing lines .....

Would you like your *Cycling Times* in full colour?... email the [treasurer@bbta.org](mailto:treasurer@bbta.org) and we will send it to by an email link. The newsletter is in Adobe PDF format - Adobe Acrobat Reader it is available from the BBTA website via a link, at no charge.

Medium Short Sleeve BBTA Jersey \$55, Medium BBTA Knicks \$45. Excellent condition. Contact Peter on 0400 573 323

DiamondBack Interval compact roadbike, 2003 model. \$ price on application. Contact Wim on 0408 530457

**For Sale**

Wheel Set..Velocity Spartacus, silver, 700C, 16 spoke front, 20 spoke rear, Velocity sealed bearing alloy hubs with quick release. These wheels have done less than 200km. This is a strong light weight wheel set suitable for a rider up to 75kg. Price \$250-00 ono complete. Geoff Unwin, 0409 017 319.

2005 GT Avalanche 0.5 adult MTB, size Small, hyd disks, yellow, as new, only 350km. \$poa Frances 38512297 a/h

### REMINDER - ACHIEVEMENT AWARDS 2005

Riders who seek the award of a BBTA Achievement Certificate or a BBTA Imperial Century Medallion are reminded that to achieve recognition at the next 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 close of business on the last day of November 2005.

**REMINDER - IDEAS AND RIDES WANTED** - Bring your ideas for long tours, weekend tours and day rides for the October - November rides calendar to the next Rides Planning Night to be held on the 8<sup>th</sup> August at the Brisbane West Senior Citizens Hall, 132 Latrobe Terrace, Paddington.

**THANKYOU - a special thankyou to all who have contributed to this edition of Cycling Times - THANKYOU**