



Cycling Times

The BBTA News - cycle for fun, fitness and friendship - Number 126 Dec 05/Jan 06

Inside...

President's report	2
Rides Coordinator's report	3
Tour report	4
Letter to the Editor	4
Round the Bay, with Kate	5
Ride reports.. Stephen	6
Facilities in the CBD	7
Riders Toolbox – D I Y	7
Safer Cycling – Sun and Heat	8
Safer Cycling – Signage	8
Member Profile	9
Contact Information	8
Closing lines	8

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

Deadline next issue:

10 January 2006.

The BBTA Christmas Party is On Again!

..... with two rides to choose from, lots of good food, prizes, and awards to members for club achievements and just plain notoriety! More details in the rides calander.



Date: Sunday 11 December 2005

Place: Orleigh Park, West End

Time: 8.30 am Cost: \$14 per person

To ensure you get something to eat, please book with Chris on (07) 3260 6248 or 0418 794 680 or email her on criscros@bigpond.com.au by 5pm on 30th November.

The party is open to members, their partners, and family.



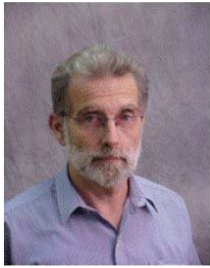
Welcome to our new members! These cyclists have joined the BBTA since the last newsletter:

Cynthia PARRILL
 Carolyn VAN DYK
 Bill SIMPSON
 Graham POINTING
 Heather JEFFCOAT
 Li MANDER and Family
 Adam POPLAWSKI
 Ian NIXON
 Michael Kenneth AFFLECK

Barry NOWNE
 Laurel CREESE
 Leona MICKAN
 Amanda ROBEY
 Cathy WEEDMAN
 Judy DENNISON
 Lee BENSON
 Greg McDONALD
 Robert BURKE

Neil FLOOD
 Helen REID
 Dieter and Christine ISENHARDT
 John EVANS
 Jo-Anne JOHNSTON
 Erwin, Debbie and Family
 GROENEVELD

Quotable Quote..... Happiness comes through doors you didn't even know you left open.



It is coming around to AGM time again

The next AGM is really the engine room for the next 12 months or more, so it is valuable if members come along and contribute.

We'll have reports from the Management Committee and the Auditor, followed by the election of the new Management Committee.

The positions vacant will be those required by the Constitution:

- President
- Vice President
- Secretary
- Treasurer

and the positions the Committee needs to ensure we function well – at minimum:

- Rides Coordinator
- Editor
- Librarian
- Equipment Officer
- Publicity Officer

Have a think about who you would like in the positions listed above, and let the person you want to have in these positions think about whether they want to be there.

There will be two agenda items (there may be more)

- Sponsorship – should we enter into a commercial arrangement with one or more businesses?
- Membership of Bicycle

Federation of Australia (BFA) – should we travel the advocacy path?

Have a think about these items. What is good for you, for BBTA, and for the larger world of cycling.

Alphabetically, two arguments:

- We should tend our own garden
- We should think outside the wheel

BBTA has, historically, it seems to me, run rides, run them well, to give members fun, fitness and friendship. BBTA has, historically, avoided advocacy, but has enjoyed – Kedron Brook Bikeway, or will enjoy – Gateway Bridge, the fruits of other's advocacy.

And that is no great problem, people doing what they do best.

An unexpected outcome of the recent Bicycle Federation of Australia (BFA) conference was that on Chris' *Big Oasis* ride she had the company of Jeff Ibbotson. Now Jeff happened to be the incoming President of BFA, and is also involved in Pedal Power, a Canberra based bike group that is into both advocacy and rides. I understand more advocacy than rides.

Jeff commented favourably about the way we run the rides, and that should be no surprise to us, because we **do** run them well.

Another unexpected outcome of the BFA conference was that Ilan Ivory (who took herself to the BFA conference, and met with a lot of people) received an email from one John Nicholson, who is Treasurer of BFA (and Vice President of BQ)

John commented that he saw value in BBTA becoming a member of BFA, as in his opinion we would have a lot to offer from the Touring point of view. Gee, fancy us being headhunted!

So were we to become a member of BFA, we would have a delegate at their Committee meetings, either in person or teleconference, and at the biennial conference, to contribute on cycling generally, and touring/riding in particular. We would probably have a BFA Subcommittee (made up of both Tourers and Day Riders), who would answer to the BBTA Committee.

Joining BFA, and dabbling in advocacy, would be quite a change from the normal, month to month, activities of BBTA. But not an impossible thing. We have members who are into tours over the Bunya Mountains and across the Nullarbor, and these are a different breed of riders who do the Saturday Arvo Ride, and I suspect we have members who are capable of either ride, **and** of arguing their case at the National level. We may well be one of the few Clubs who have those abilities. And if we want better bikeways and bike lanes, sometimes argument has to be at the national level as well as at the local (BUG) level

Anyway, I am expecting more details from John Nicholson in the next few weeks, these will be sent to you in the February/March newsletter, and I'll be raising this topic at the AGM, where I'm sure there will be some robust discussion.

Stephen



Christmas Greetings to all.....

Well, hasn't the year raced by and here we are nearing Christmas and for many of you, the holidays. My season's wish for you all is safe and enjoyable cycling over the holidays and may the climatic variables be kind to you.

As you all know, the BBTA rides calendar is prepared bimonthly, and with quite a long lead time. Typically, around this time of year, the weather can be surprisingly variable and it can and does happen that some BBTA rides are effected by bad weather. While most of us are keen to ride no matter what the weather, barring storms of course, the question often arises "is the ride on ??".

I would like to outline here the BBTA's attitude to ride cancellations, and to offer some advice where such a question arises in your minds.

Can rides be cancelled?

The short answer is: Yes or No. It all depends on the phone icon next to the ride entry in the Rides Calendar. 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 come to an agreement with those who might turn up to ride whether the consensus is to ride or not to 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 severity of weather conditions that the ride is likely to have been cancelled. You should still submit the cancellation ride sheet/liability waiver for the club's records.

On a related matter.....If you can't lead a ride: If, for some reason, you can't lead a ride yourself, you should try to find a replacement, perhaps someone who has ridden or "tailed" the route with you before. If you can't achieve this, then 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.

Frances

... a message from the Xmas Party organisers

BBTA CHRISTMAS PARTY

All members with their partners and families are invited to the club's Christmas Party at Orleigh Park on December 11th. This should be a great day of *fun, fitness, food* and *friendship* beside the river under the big fig trees. Be part of the Christmas spirit by decorating your bikes with Christmas tinsel and baubles. There will be prizes for the best presented bike. Following the morning rides there will be a lavish lunch of fruit, cold meats, salad and of course Christmas cake. The cost will be \$14 per head which you can pay on the day. You can book with Chris on 3260 6248 or 0418 794 680 or Judy on 3869 0696. Please let us know you will be attending by the 30th November so we have a clear idea of numbers for catering.

Remember to bring a plate, some cutlery and a cup for tea & coffee. A coffee van has been booked to visit the park so bring some spare change if you wish to indulge in the real thing. A chair or blanket could also be handy for a rest during a big morning.

There will be award presentations, raffles and a visit from Santa so make sure you are there to enjoy the festivities with all your cycling friends!

The Fossickers' Way Tour

In 2001, ABC's Australian Story presented the history of the Myall Creek tragedy as told by an Aboriginal matriarch, a country school teacher and a retired banker. On June 10, 1838, a gang of stockmen rode into the Myall Creek Station seeking revenge for cattle losses and murdered 28 unarmed Aboriginal people. This was the only massacre in which white people were charged, found guilty and punished. Des Blake told the viewers, "So I am directly related. I am the great-great-grandson of John Blake, the squatter who murdered the Aborigines." In 2001, the local white and black community created a memorial at the site. Here, visitors take a winding 200m walk through native grass, pausing at a series of eleven plaques that unfold this macabre story. It was at this place that we found ourselves on day 7 of the September Fossickers' Way Tour led by Peter Brennan, pausing to reflect for a few minutes before returning to the main road.

Six lean exhausted riders arrived in Armidale after leaving Beaudesert and battling headwinds for a week as a pre-tour. There they were joined by another 19 riders and spent several icy days on the New England Plateau before descending into Manilla via unsealed back country. Day 4 found us in the sleepy town of Barraba for our rest day. Here, Peter arranged a tour of the nearby sheep shearing operation, enrolled us in a local lawn bowls tournament, and entertained us with a performance by the local community A Cappella group, before arranging a barbeque dinner and finally some stand-up comedy by Barraba-Bob, a laconic local larrikin. Fully rested, we continued the tour, with the thirstiest members of the party reaching the pub at Guyra in time for the football (both codes) on day 8.

The food was interesting on this tour. Someone was heard to remark that he'd never previously eaten at a Chinese restaurant in Manilla. In fact there were Chinese restaurants at seven of the nine towns in which

we stayed. But none of these were visited by Greg who shunned the fine fare on offer, and each night reheated Special Forces combat rations produced by the Indian Ministry of Defence. Elite riding performance requires more than diet, and Peter encouraged us to employ some of the less well known techniques employed by Lance Armstrong in preparation for our longer days. A diversity of bikes was seen too... from tiny-wheeled collapsible bikes piloted by two intrepid and robust riders, to several road train bobs (legend holds that Terry came up with this concept during his long hours on the Nullarbor). A range of other equipment was brought on tour including a chair (Sam), a ukulele plus four blues harps (Roberto), and a stove that consumed unleaded fuel (Nigel).

All credit to Peter for navigating two dozen riders through 9 historic towns, 522km of bushland, 675 meals, and a week of camaraderie.

Joe Mathew

... letters to the editor

Wim,

I have attached an article by the Brisbane CBD Bug. In it they are asking for support in lobbying State Transport Minister Paul Lucas, Lord Mayor Campbell Newman and Transport Chairperson Graham Quirk to proceed with the commercial end of trip facilities that were going to be installed in the King George Carpark. Apparently came to a halt during the busway constructions, but now there is a strong chance for it to take place, but can do campbell is undecided on the value and needs to know how many people want it. If you have any room in the upcoming newsletter, can you edit it to push that aspect? ie just encourage our members who cycle into the city to write to these pollies?

Many thanks

Elizabeth Catchpole

(editors note..... as there is sufficient space in this newsletter to include your attached article Elizabeth, it is reproduced in its entirety, at page 7. Thankyou.)

Round the Bay my way by Kate Gubesch

When I first started cycling I couldn't understand the connection between a soup company and cycling. The name 'Continental' was plastered over jerseys and tyres everywhere I looked. It only took me five years to work out that it had nothing to do with soup.

This admission of cycling ignorance did not prevent me from entering Melbourne's 'Around the Bay in a Day' bike ride, in fact, I think it was my ignorance that allowed this outrageous act to occur in the first place. It gave me warm fuzzies to know that I wasn't going alone; others from the club had also registered to ride. With entry, flights and accommodation paid for and one month remaining before the big ride Belinda and I cringed and thought it might be time to start getting serious about training.

We appointed a cycling coach to assist in our training. Coach knew he had his job cut out for him from the minute he was given this unenviable task.

Belinda and I, by any stretch of the imagination, would never be considered roadies, but this is what we had to transform ourselves into if we were ever going to attempt Round the Bay. My touring bike became a chameleon. Off came the touring wheels and racks and on went the road racing wheels.

Training session one involved cycling from Brisbane to the Gold Coast. Our average wasn't the 25klm an hour we needed to finish Round the Bay within the allotted time frame and I guess going out that night didn't help. If Coach was getting nervous, he wasn't showing it.

Training session two involved going from Bulimba to the Port of Brisbane and back twice. Coach said the road conditions to the Port replicated Round the Bay and this would simulate the ride. Coach was taking us to places we had never been. I had to change my cycling style completely, my noisy free wheel telling the world that I was free loading and not pedalling. Coach and Belinda constantly yelled at me through the wind to keep on pedalling. The head wind on the return leg was horrendous.



We were taught the art of drafting and by the end of the day had developed trust in each other. Coach was in charge of the speed at which we travelled and at times I would get fatigued and call out that I was losing him. All I would get back was 'pedal harder'. The difference between me staying on his tail or being left behind was two hard pushes. We used that method from that time onwards and it assisted in us obtaining an average of 25klm for the five hours on the bike. We had reached our target.

Training session three was once more Bulimba to the Port but this

time three times. Anyone that knows the Port knows it is notorious for headwinds and I believe that the head wind gave us the extra strength we needed to do the ride. Once more we averaged 25klm for the seven hours we cycled.

Training session four was the Brisbane to the Gold Coast Cycle Challenge. It felt strange to tell club members I met along the way that I was in training and couldn't slow down to chat. They must have thought I was nuts.

Coach survived the training and was grateful that only one of us would yell at him each session. He muttered something about being lucky he only had two of us to deal with.

Finally the morning of the ride arrived. We set off at 5.00am with the plan of stopping at 20klm for a stretch. Before we knew it we had done 40klm before our first break. We completed the first 100klm by 9.00 with an average of 28klm an hour and this included all the hills. The plan was coming together.

We had the usual two hour break for the ferry ride and lunch and were back on the road at 11.00.

The second hundred was not as fast as the first due to traffic lights and suburbia. As we fatigued we agreed to split into pairs, Cath and I would pair off and Coach and Belinda would ride together. The further we went the more bodies we saw lying around on the side of the road. Apparently there was a head wind on the freeway, but I didn't notice, I was flying. At the 215klm point I gazed up and there in the distance loomed the Westgate Bridge. I had eaten everything there was to eat. I grappled in my back pocket for crumbs and found the very last

jelly bean. It was an omen; it was a black one, my favourite. I made sure it lasted till I was over the bridge. The down hill from the bridge was fantastic as they all are and the last three klm winding through the industrial area back to docklands seem to take forever.

The sun was getting quite low when we rode over the finish line. It had taken us 12 hours to get round the course, including the two hour break. We managed 26.3klm average for the ten hours of cycling. We were really pleased and relieved to be finished and have vowed never to do it again (but we said that about Duck

Creek Road too).

I managed the whole ride without puffing, cramping or chaffing. I was pretty tired the next day but besides that felt fantastic. I would like to thank Belinda for joining me on this extraordinary journey, Cath for the companionship on the day and my husband Paul (Coach) for his patience, faith and commitment.

Just remember; two hard pushes is all it takes to get you were you have to go.

Ride Reports...

Stephen Jackson

Flatlands, 28 August,

....a Social ride advertised at 50km, surveyed at 57km

Sixteen riders found the northern side of the Virginia Railway Station, and set off at 8:30 along the well-worn Bilsen/Muller Road, and followed Roscommon to Boondall RWS.

Did you know there is an absence of toilets on that stretch? A few riders were much relieved to find some in a sports field in Racecourse Road.

Going north on the Hornibrook Highway was a breeze, across to Woody Point was good and bad, good and bad, as we changed direction relative to the wind. We went to Woody Point to smell the daisies, but they had been blown away by the wind. A very sorry lot of riders sheltering from the wind were happy to head back, and when the wind was silent in our ears at 18-22 km/h, we knew it was substantial!

Heading south on Hornibrook was a case of head down and keep pedalling. Judy Tait led us along

North and Lascelles Roads to miss the wind, and the magpies at Third Lagoon were dive-bombing elsewhere

Lagoons satisfied the inner man and woman, and the craven cowards that we were took the shorter way through Boondall Wetlands (Oh, the breeze by the Transfer Station!) back to the Virginia RWS

Common agreement made it a 54km ride, and we all seemed to enjoy it. Particularly the finish, when the intrepid seven-bikes-in-a-station-lift got out on the wrong platform.

Fathers' Day - Sonora Dodd ride to Pams Cafe

There I was, all alone at Eagle Junction RWS, at 10 minutes to 5, thinking, "I might be the only one on this ride", and the thought came to me:

"Start an award, the highest score and the lowest score get a prize at the Christmas Party. Each ride is scored by multiplying the number of riders by the kilometres of the ride. So a 26km ride with one rider scores 26 points, a Nullarbor Ride

of 1600km with 16 riders scores 25 600 points"

And then riders popped out of the woodwork, Six of us left at 5pm, arriving at Pams at 5:45, fed, watered and then departed at 6:35. Jeffrey arrived (by car, unrecognizable in street clothes - cycling gear at symphony concerts is not the done thing).

The headwind outbound became a tailwind home-bound, so that was nice. No moon, just stars, and the planes coming in to land. A nice, quiet ride, at own pace, with two regroupings. Thanks to Pauline, Ian, Kate, Iain and James for keeping me company.

(Now about that Award - if I put on a ride at 2am on Easter Sunday)



Cycling facilities in the Brisbane CBD

Cycling facilities in the Brisbane CBD

The Brisbane CBD Bicycle Users' Group (CBD BUG), an organisation established earlier this year to represent the interests of the very large number of Brisbane residents who ride bicycles to, from and within the Brisbane City Centre, has been actively pushing the need for improved cycling facilities for current and future cyclists. The BUG now has more than 100 members, and potentially represents several thousand regular cyclists.

The group has recently undertaken an extensive survey of members and cyclists who cycle in the CBD. Major concerns identified included the need for more bike parking facilities (on and off-street public parking); 'end-of-journey' facilities for commuters; and the cycling-friendliness (or otherwise) of the Central City's streets, paths, intersections and spaces generally.

A major issue identified was poor 'end-of-journey' facilities for commuters, including safe, secure parking; shower and change facilities; lockers and other facilities such as ironing facilities, towel racks and general storage. A number of members have such facilities – usually only where their employer has spent money to install the facilities. Most

cyclists, however, at this stage have to beg, borrow or do without all but the most basic facilities. Clearly lack of facilities deters many would-be commuter cyclists.

The CBD BUG has proposed that BCC introduce a subsidy scheme for employers and/or building owners who are prepared to 'retro-fit' 'end-of-journey' facilities. The BUG also strongly supports the long-mooted commercial facility in Council's King George Square car-park, where cyclists (for a small fee) will be able to access parking, showers, lockers, towels – and possibly coffee and bike mechanics. To this end the BUG has written to the State Transport Minister Paul Lucas, Lord Mayor Campbell Newman and Transport Chairperson Graham Quirk, urging them to ensure that this facility is funded and fitted out as a matter of urgency. All cyclists accessing the CBD are urged to similarly lobby both levels of government, emphasising that the increased rates of cycling sought by their policies will only be reached if all who wish to cycle to work in the CBD can access reasonable facilities.

The BUG meets monthly to discuss issues of concern and interest to CBD cyclists. If you are interested in joining, being placed on the BUG's mailing list, or providing information via the BUG survey, please email us at cbdbug@yahoo.com.au.

Riders Toolbox

D I Y Bicycle Maintenance

D I Y Bicycle Maintenance



Chains

If looked after, cleaned and lubricated properly, a chain will give you many kilometers of smooth, silent operation. Many riders torture their chains with incorrect gear selections. This problem has been exaggerated by the introduction of 9 and 10 speed systems where the chain alignment and efficiency can be seriously compromised. Chain cleaning has been made a lot easier with the plastic Chain Cleaning Cassettes that you attach to the chain.

After you have cleaned the chain, wipe it dry and apply a specific lubricant. The modern "dry finish" chain preparations are excellent if applied properly. Leaving your bike to dry out in the sunlight helps the lubricant to penetrate and seal. Using a "Speed

Link" or similar chain connector makes chain maintenance easier.

Cleaning

Keep that bike clean. Mechanics hate dirty bikes. Your bike is more easily seen on the road when it is clean and reflective. The frame and all parts will also last longer.

If you are caught out in the rain and don't have time to clean your bike properly, spray a little "WD40" or an equivalent onto the chain. Rub in then rub off the excess. Also spray the rear sprockets (Cassette/Cluster) and all moving joints. These products are not a substitute for proper lubrication however.

Keeping rust at bay will prolong the life of your chain and other drive train parts many times over. When cleaning your bike consider using a less powerful but more environmentally friendly natural citrus solvent cleaner.

Avoid using petrol and diesel, as they

are environmentally unsuitable and extremely harmful to your tyres and tubes, especially diesel. Your favourite car wash cleaner is OK for a general wash or you can use a more eco-friendly agent like natural soap or cloudy ammonia. Rinse off well and dry with a chamois and occasionally bounce the bike lightly on the ground to shake off excess moisture.

Run a dry cloth between all your sprockets and between the big sprocket and the spokes. Lubricate all the moving joints in your brakes, front and rear derailleur and pedals, with a recommended lubricant or even a chain lubricant. After wiping off any excess, run the cloth over your exposed gear and brake cables. If you have "Teflon" coated cables this is not necessary.

A little lubricant wiped over your hub axle cones, lock nuts and quick release levers is a good finishing touch. Make sure there is no moisture left in your brake and/or gear levers. Lubricate with a suitable light grease or oil.

Safer Cycling..... *sun and heat*

Cycling in the sun and heat

Queensland has many days of hot, humid weather. The following tips may help you to keep cool and healthy.

Avoid too much sun

- Excessive exposure to the sun increases the risk of skin cancers now and in the future. Less severe outcomes can be debilitating sun stroke or sunburn.
- The highest risk time is between 10am and 3pm. If you can, avoid being in the sun during these hours.
- Wear protective clothing (close-weave fabric with long sleeves and collars). Riding gloves can also protect hands.
- Cover skin that is exposed with sunscreen with a high protection factor (SPF15 or higher).
- Reapply the sunscreen regularly. Take particular care of your face, neck and the backs of your hands.
- Sweat can carry sunscreen on your forehead into your eyes. A visor attached to your helmet will protect your forehead. Alternatively you

can use zinc cream on your forehead.

- Zinc cream is also recommended for your lips and nose.

Drink plenty of fluids

- Drink before you start.
- Carry plenty of water.
- During the ride it is best to drink a little and often and to remember to drink before you really feel you need it. On very hot days drinking 5 litres of water for every two hours of riding is quite usual.
- It is nice (but not necessary) to keep your water cool. You can freeze your water bottle the night before or cover it with a wet sock.
- You may add a few drops of lemon juice or rose water to the water to reduce the plastic taste.

Avoid overheating

- Cycle at a sensible rate to let your body stay reasonably cool.
- Ride at a rate that you feel you could keep up all day.
- Rest in a shady spot with your helmet off for a few minutes. ■

Safer Cycling..... *Signage Regulatory and Advisory*

I was recently asked to seek advice for our riding membership on the subject of road signage pertaining to bicycles. I contacted the Cycle Unit of the Queensland Department of Transport, and their response (which is acknowledged and appreciated by the BBTA) follows:

Hello Wim

My apologies for the delay in responding, however, I wanted to get the best information possible for you.

An exclusive bicycle lane is a lane created by pavement marking and signs. It is the preferred treatment

for cyclists on road and has regulatory significance within the Transport Operations (Road Use Management) Act 1995. In general, motor traffic is prohibited from travelling in the lane except to access property or to turn at intersections. The bike symbol is white and is contained within continuous white edge lines creating the lane. Regulatory signage must also be erected (black bike symbol with LANE wording underneath on a white background).

An advisory treatment (Bicycle Advisory Zone (BAZ)) is a treatment to indicate or advise road users of

the potential presence of cyclists and of the location where cyclists may reasonably be expected to ride upon the road. They consist of bicycle pavement marking and other warning and guide signs, and as such have no regulatory function. The use of yellow bicycle pavement marking is in accord with the use of yellow warning signs though there is no current standard for local authorities to use this colour. The bicycle symbol can be positioned either inside or straddling the edge line.

I hope this information is helpful.

*Regards
Linda*

In this edition of *Cycling Times* we meet Bernie Woodhouse, posed a few questions, and here is what he had to say:



1 What is my favourite bike?

The hand built Reynolds 531 bikes I had in my 20's that's centuries ago. The lightest, most responsive and stable machines I've ever used. Modern aluminium bikes are stiff, but there's a certain something missing. The same goes for modern STI gearing. This brings me to Question 4 my worst cycling experience.

Smashing my hand built bike into a car. The most fun bike I had was my Tandem; if you want to travel at Lance Armstrong's pace get a tandem. They are also great for developing team work

2. Favourite gadgets and accessories on your bike?

My favourite gadget is my GPS it saves so much map reading and gives so much feedback after the ride. My favourite cycling possession is my Campagnolo pedal spanner, which I've had for longer than I'll admit. Good tools last forever.

3. My favourite ride?

Is the next one I'm going on? I like variety, so a quiet ride along the foreshore with beginners, or an epic MTB can both be rewarding in their own way. My best cycling experience

has to be getting on a bike again after many years not cycling.

4. Your worst cycling experience?

Go back to 1

5. Right or left foot down at traffic lights?

Stopping - what's this stopping? Any foot down is OK by me. It's better than using your head or your backside.

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

As much as possible. Seriously, I have to be careful with my diet so it's low fat, low GI. Electrolytes, lots of water, little and often, you know the drill.

7. Your favourite rest stop?

Pams at Nudgee Beach I like to go hooning down the Schultz canal. Pam and Harry are just so welcoming after a hard sprint. They provide good service, they aren't expensive and they fill your water bottle with ice cold water. Need I say more?

8. My goals this year?

I intend to increase my best average on the Shultz canal by 5 Kph (Pipe dream). I'd like to increase my MTB skills, Plus some more epic mountain bike rides, to help increasing my stamina and reduce my weight.

Long term? maybe a tour in France, taking in The Tour. I've also got a desire to do a Rocky Mountain tour, all pie in the sky at the moment, but you've got to dream. I find the goals idea a little two edged in that they spur you on, but I don't wish to try and go back to when I was 25. So repeating distances that were common place then but challenging now is not a good way to look at the world. I accept that I now achieve in kilometres an hour what I used to do in miles per hour, so be it, you get older. Maybe that's one reason why I like mountain bike riding - it wasn't around in my youth so I'm not thinking back.

9. Where do you have your bike serviced?

I've gone back to doing it myself; I use Evolution Cycles Tingal Rd Wynnum for a lot of things.

10. What do you enjoy about the BBTA?

I like the diversity; cycling is full of interesting people and a lot are members of the BBTA. The club is not a single issue club, such as a racing club. It therefore seems to appeal to a broad range of people from different backgrounds, with different expectations from cycling and the club benefits from their breadth and knowledge.

Thanks Bernie!

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	president@bbta.org
Vice President	Bernie Woodhouse	vice_president@bbta.org
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Equipment Officer	Lindsay Fawdry	equipment@bbta.org
Officer w/o portfolio	Robert Byrnes	robertobyernes@yahoo.com.au

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.

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: 10 January 2006.

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. 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.

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 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.



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 or phone 3844 1144.

**Bicycle
Queensland**
Everyday Cycling
Every Day

Got something you want to say? Write to The Editor, Brisbane Bicycle Touring Association Inc. P.O. Box 286, Ashgrove Queensland 4060. Or email editor@bbta.org. Please keep your letters brief. Letters may be edited for space or clarity.

Wanted: Donations of all editions of *Cycling Times* dating back to 2001, and editions pre 1998, for inclusion in the BBTA Archives retained within the club's library. Contact the editor or librarian, bring them to a Rides Planning or Social night, or post them to the club's address. Thank you.

THANK YOU - this thank you goes to all who have contributed to this edition of Cycling Times .