



Cycling Times

The B.B.T.A Newsletter

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WANTED

EDITOR-ELECT

BBTA NEWSLETTER

Lesley Anderson, our current editor, will not be re-nominating for the position at the next AGM. As some training will be necessary before taking over the position, we are seeking expressions of interest from you, the members, to fill this crucial position on the BBTA committee.

The editor produces the newsletter every two months, currently using Microsoft Publisher and Photo Editor software. The BBTA has a laptop computer with the necessary software installed if you, our future editor, do not have access to a computer.

The editor then has copies made of the completed newsletter and the rides calendar for the members, organises the "Lick'n'Stick" and finally liaises with the Web Master to have the newsletter uploaded onto the website.

Interested? It would be ideal if the editor-elect were ready to start training in November. Please contact Lesley by email at editor@bbta-au.org

The 20th Anniversary Picnic

The picnic held on Sunday August 24th was well attended and a good chance to reminisce with members new and old. There were two rides from the starting point of JC Slaughter Falls at Mt Cootha. James Trimmer led the "faster" group on a circuit of 30 or more kms and Tom Mylne led the "slower" group around a slightly shorter route covering Ashgrove and Wilston and many points in between. We were pleased to have Greg Hayden in our group swapping his wheelchair for his hand cycle, and keeping up with us on the hills.



Then followed a feast of food brought along by members, and multiple cups of tea and coffee, as we stood around and chatted. In the meantime several dedicated committee members despatched the long-awaited new jerseys, about which a number of favourable comments were heard. Short speeches were made by Elizabeth (current president), Peter Brennan (immediate past president) and Helen Bawden before Ken and Lee Sampson did the honours in the cutting of the cake.



Ken Sampson, Peter Brennan and Natasha Brennan

You may also note from the photo above that a number of members are wearing the royal blue polo shirt with yellow trim, which is the 20th Anniversary shirt. There are a number of these shirts still available from the club at a mere \$35 each.

All in all a good celebration of the fun, fitness and friendship offered by this club.

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Welcome to our New Members!

The following have joined the BBTA since the last newsletter:

Rex AQUINO	Deborah LONGMORE	Cameron &
Jeffrey CHAPMAN	Ian & Jill NIXON	Cheri RUSSELL
Lindsay FAWDRY	David NOLAN and	Sean, Sandy &
Maureen FELS	Christine PETERSEN	Kyle SMITH
Dennis HICKMAN	John PITHER &	Adrian WYATT
Warren, Debbie, Ben &	Val SEMMEL	
Josh KERSWILL	David & Frances RUSS	

Report from the President

Elizabeth Catchpole



Spring is here! Lighter mornings, earlier starts to rides and magpie attacks are all on the cards.

A great time of the year to be riding.

It was fantastic to have such a large turnout at the 20th Anniversary Picnic at Slaughter Falls. Although the early morning weather was very wet and windy, around 60+ members rolled up ready to ride and/or eat cake. A big thank you to Helen Bawden for organizing the cake and arriving at the crack of dawn to secure the site. Beautifully decorated with our banner, balloons and

a BBTA tablecloth. She even had a roaring fire to welcome us! It was fitting that we had founding members, Ken and Lee Sampson present to cut the cake and say a few words.

The *Classic Rides/Tours* will continue to be featured in the Rides program until August next year. Get along to as many as possible and see why we consider them to be classic. If you haven't already, why not volunteer to lead one of them. The limited edition commemorative BBTA 20th Anniversary polo is still available in a range of sizes.

Many of us are still in recovery mode after completing Cycle Queensland 03. It has been hard, coming back down to

earth after a fantastic week away. There was a large BBTA presence both riding and volunteering. Fourteen of us formed the official BBTA tribe for the Tribes Day Challenge. Although we did not win, we had lots of fun taking part and it showed our new jerseys off. People now know who we are and where we come from! One thing that was apparent riding in such a big group was the need for courtesy and knowledge of the road rules. Simple things like saying "passing" or "stopping" make all the difference to our safety and should be encouraged on all rides.

Happy Cycling
Elizabeth

Rides Coordinator's Corner

Tom Mylne



Well I'm back in harness after my trip to the other side of the world. My sincere thanks to Sheila who took on the job of preparing what should

have been my second calendar. I have enjoyed compiling this new calendar, and I hope that you find rides to suit you at least most weekends.

We have had a couple of glitches over the past few months. One ride leader forgot to turn up to lead his ride, just ten days after returning from Italy. My sincere apologies to those who turned up and then had to ring me up to get me out of bed. Most of the riders on that ride had observed my exhortation that "courteous riders will arrive at least 10 minutes before the starting time" too! I hope that no other leaders have been quite as delinquent as I was that weekend.

Perhaps it is appropriate to remind both leaders and riders of some of the responsibilities involved in participating in BBTA rides.

Contacting the leader beforehand.

Some leaders don't like to be contacted beforehand; some do. Some riders like to just turn up; some like to telephone beforehand. The procedure is as follows.

If there is a telephone icon against the ride title:

- Riders who intend to come on the ride should contact the leader beforehand to state their intention of coming on the ride.
- The ride leader should keep a record of who is coming, so that changes can be notified personally to all prospective riders.
- Riders who state their intention of coming should actually come (or phone to cancel)!
- The ride leader has the option of cancelling or altering the ride provided that he or she notifies everyone who has stated their intention of coming.

If there is no telephone icon against the ride title:

- Riders who intend to come on the ride are entitled just to turn up (at least 10 minutes before the advertised starting time!) – or not turn up if their plans change.
- The ride leader is not expected to keep a record of who is coming, but will offer advice or information on request to people who do call beforehand.
- The ride leader does not have the option of cancelling or altering the ride. A leader who cannot lead an advertised ride is personally responsible for finding a substitute leader.

Riding as a group.

Once again there are differences in preferences, but only on the details. By signing on to the ride sheet riders state their intention of joining the group and following the leader's plan for the ride. It follows that:

- The ride leader should have a definite plan for the ride, including a plan for regrouping, and should explain the plan at the pre-ride briefing. (This may or may not include providing a route map or route directions.)
- Riders should listen to the pre-ride briefing! (And collect the map or directions if provided.)
- Riders should help the leader to ensure that re-grouping and corner monitoring occur as planned.
- Riders should not ride ahead of the leader unless doing so is part of the leader's stated plan.
- Riders who intend to leave the ride, or to absent themselves temporarily from the ride, should notify the leader or (if appropriate) another rider.

Restaurant etiquette.

On some rides the leader books places at a restaurant. It ought to go without saying that:

- The ride leader will inform riders of the necessity to book a place, either by using the icon in the ride description or as part of the

continued on page 3

Cycle Queensland 2003—Warwick to Cooloola

By Lesley Anderson

Bicycle Queensland held their second multiday ride from 30 August to 7 September. It was a very successful event with a lot of fun had by all. The route was neither too hard nor too easy, the weather treated us very kindly (except for the head winds on Day 2) and the organisation was very good, in no small part due to the large contingent of volunteers.

BQ has established a website of the ride which you could look at for all the details day by day, and plenty of photos. The address is
www.cyclequeensland.com.

The photo on this page (taken by Top Shots) is of the BBTA TRIBE on the tribal day—Day 5 from Woodford to Caloundra. There were 4 aspects to being in a tribe—an early morning photograph, the reciting of a chant at the commencement of the day's ride; repeating this chant at the morning tea stop at the Peachester State School plus answering a quiz, and a precision ride into the lunch stop at Landsborough. Our chant is shown on this page. The competition amongst the 13 tribes was tough and BBTA did not get a prize, but we had some fun with it anyway. The winners were the Pink Pedlars (raising funds for breast cancer research) whose rather lengthy chant was to the tune of Lilly the Pink. Honorable mentions went to the Urangan High School, Qld Toads and "Big Chief Little Wheel, 4 Spokes and a Missing Link" for their combined chant and dance routine. Other tribes included the West End Saddle Rashers and the Mad Cycologists, who handed out daily pearls of wisdom on business cards. For example—

MEN ARE FROM EARTH. WOMEN ARE FROM EARTH. DEAL WITH IT.

One of my other favourite days was Day 3 from Toowoomba to Esk—and not just because of the long downhill. We had an easy exit from Toowoomba due to police assistance, the usual impressive morning tea arranged by a local organisation at the Cabarlah Hall, an early lunch at Hampton and then a detour up to Beutels Lookout for a great view. The Ravensbourne Uniting Church provided an open-air arvo tea before a great spin into Esk. The struggle of the day was putting in the tent pegs, but that done, it was into the Campsite Café before dinner, and later a horse and cart ride to the pub where an excellent musical duo provided the entertainment.

As well as a large contingent of cyclists, BBTA was well represented amongst the volunteers and we are all appreciative of their efforts. The seven BBTA volunteers were Maurie Mulcahy, Robert Byrnes, Chris Jensen, Carol Hainsworth, Sharryn McConkey, Jim Bothwell and Alistair Hope.

The dates and route of CQ04 have been announced. It is from Miriam Vale to Kilkivan from 4 to 12 September 2004. The

BBTA 2003 Tribal Chant

Keep rollin', rollin', rollin'
 From Warwick through to Clifton
 You hear our gears a shiftin'
 As we start out with our tribe
 And though our bums are swollen
 We'll keep our bikes a rollin'
 Rawhide

Through rain & wind & weather
 BBTA stick together
 Longin' for coffee on the ride
 All the things we are missin'
 For tailwinds we are wishin'
 All the way along the ride

Change 'em up change 'em down
 Change 'em up change 'em down
 Climb another hill, Rawhide

night stops are at Agnes Water, Rose-dale, Bargara (for 2 nights), Woodgate, Biggenden, Gayndah and Murgon. Put it in your diaries for a complete holiday experience!



Rides Coordinator's Corner (cont)

pre-ride briefing.

- Riders will book places with the ride leader as and when asked to do so.
- Riders will take the places booked, and not skive off.

Well that's enough moralising. Our intention is that BBTA rides will be enjoyable for all, and I think that most of us find this to be the case most of the time.

I have had some positive feedback about the layout of the calendars, for which I thank those who gave it. As I mentioned earlier, it is easy to make a few minor changes and improvement when one is presented with a system that already works well, as I was. I haven't had much feedback about the new grading codes (S2, M3 etc.). If you have a view on how they are working or not working, I would like to hear from you (best by email to rides@bbta-au.org, or at a

meeting, or on a ride). I will read/listen to all comments and will appreciate most of them!

Lastly my thanks on your behalf to all the ride leaders who offered rides and tours for this calendar. The BBTA is a club of riders – people who get out there and actually do stuff on bikes. But without our ride and tour leaders, we would not be enjoying it so much.

Tom Mylne: rides@bbta-au.org

The Palmwoods-Kenilworth Weekend

By Middle Chain Ring

This is the story of the Palmwoods Kenilworth Weekend tour, as told by the Middle Chain Ring on Graham Roberts' Bike.

When I was asked to tell the story by Graham, I reflected for a while, then decided to give it a go. After all, it's not every chain ring that is given the honor of sharing its perceptions of the touring life with others. I thought 'why me, why not the big one or even the small one!' But, of course, it's obvious. Every one says that the little chainring is easy. The moment any thing looks hard they slip into her for quick relief. And doesn't she like it! As for the big ring, well really, looking down on us from on high with that smug 'I'm bigger, I'm faster and I'm harder at it than any of you' attitude, I was the only choice.



Sitting in the middle as I do, I'm everyone's choice to spend the most time with. I'm built for comfort not for speed [like my owner] and have a killer 38 tooth smile. I've become a tad intellectual over time, as it's with me that most riders spin their particular brand of philosophy. Poor old small gets only heavy breathing and strained grunts, while big has so much wind passing him by that he hears nothing but the odd gasp of glee as we hurtle down hill.

I think Graham made an astute choice in choosing me, a lowly chainring to share the joy of that weekend away. He could have asked the seat, but what type of view of the ride would it have given? Probably muffled to say the least.

As for the handlebars, they're always in the grip of Madam Palmer and her five daughters and are so absorbed with getting into the right gear for the occasion, that they have no time to take

in what's going on around them. The back cluster wouldn't be interested as they spend all their time arguing over who is going to be chained next and being pulled into gear by the unrelenting and oft times snarling Mr Derailleur.

And let's face it, can any one believe a word any pedal has got to say. They are so dizzy from spinning all day they would be lucky to see the road ahead let alone observe the riders. So here I am, Graham's choice. I hope he likes my story.

AAAAHHHHHHHHHH!!!!!!
Brrrrrrrrrrr!Brrrrrrrrrrr!
Cachatter Cachatter Cachatter
BBrrreeeeeeee PhPhPhPhPh.

Bloody hell, its cold on a bike rack on the back of a car going to Palmwoods in the pouring rain. We got there and I could see the other bikes in the same state as the riders. Glum and forlorn as the clouds descended to make the gutters drown even more. Terry, Peter and Rebecca's bikes of course were snug and smug sitting in the back of their back seats.

AAAAAAHHHHHHHH!!!!!! Brrrrrrrrrrr!
! Brrrrrrrrr! Cachatter Cachatter
Brrrrrrreeeeeeee PhPhPhPhPh.

Going up the range to Montville for coffee was even colder. Sitting, parked in the rain, it was easy to see the band of 12 as they laughed their way through more cappuccinos than was good for them.

Did I hear someone say lunch at the Kenilworth pub? You know what that means – more screaming wet bikes as Alistair and Graham snub Maleny and head for the pub. From across the road I could see them feasting away. How many bottles of red wine did those girls buy?



Lunch done, rain still bucketing down, Donna's mum's shed looked just the place for a cold and weary hybrid. Unfortunately, the riders thought the same. Then it happened! Donna, Stan and Lesley couldn't be contained (that's Lesley getting ready for the ride in the photo below). On their bikes in the pouring rain, 26 kilometres and home again. Did I hear them scoff at the card playing blokes around the fire? You bet I did.

Terry's cooking, Donna's mum's hospitality and liberal lubrication with wine & beer would have been nice, but I was outside on the back of a car in the relentless rain.

Morning came and the rain went. My turn to warm up had come. I heard the joy as bikes were unracked, helmets were tightened and jerseys were donned. 65ks I heard them say– to Kenilworth, Imbil and Carters Ridge.

The overcast skies made the 5k climb bearable and the tailwind into Imbil's Sliprail's Café produced some exhilarating speeds as big chainring did his thing. I got my chance along Touch-a-boy Road and up Carters Ridge. By then there was only six of them. The homeward leg was a weary one, but all were happy to be out there.



The drive home was a happier one. Gone were the chattering teeth of chain rings in the mist the day before. The morning exercise and the warm welcome of Donna's mum made yesterday disappear. The sun warmed our frames as our drivers headed home.

A Personal Giro d'Italia

By Tom Mylne

The time has finally come when I can talk about my "tours" in the plural. A wedding in Italy provided the excuse for travelling half way around the world, and the fact that I was travelling half way around the world provided the excuse for spending five weeks instead of just a few days. Of this, I spent exactly three weeks on my bicycle before meeting up with my wife in France for some non-bike tourism and wedding attendance.

Unlike my first tour, I didn't take the need for training seriously at all. In fact pressures of work and other things meant that I spent virtually no time on my bike at all in the month before I left. So it was on-the-job training this time. As a result, my first crossing of the Alps was by train, not bike! I arrived at Zurich airport, unpacked my bike in the baggage collection area, wheeled it through Customs and headed off.

The first goal was the Glattuferweg, a bike route along the river Glatt, leading northwards to the Rhine. It turned up on cue, and after only 3km of cycling I had my first sight of the little red signposts especially for bicycles that can be seen all over Switzerland. I was in bike heaven already. Once I got to the Rhine (after a few hours at most, and after only really getting lost once), I turned right and headed upstream on Swiss National Bike Route 2, the "Rhine Route". There are nine national bike routes in Switzerland, each of which is clearly mapped and described in a booklet which one can buy (at not inconsiderable expense, and only in French or German) from <http://www.cycling-in-switzerland.ch>.

By the end of day three I was in Chur, where the two "upper Rhines" (the Vorderrhein and the Hinterrhein) meet. Route 2 continues westwards along the Vorderrhein, while Route 6, the "Graubünden (Grisons) Route" starts at Chur and follows the Hinterrhein southwards and then goes to St Moritz. The Route 6 book suggests that cyclists who want to follow this route need to be both fit and dextrous. That point was driven home within 10 km when I came to a climb of 100 metres in less than 1 km (i.e. more than 10%) on a gravel track that was both rough and stony. OK for a mountain bike, but a walk for me and

my loaded up tourer. My original plan had been to ride over the Albula Pass, but my training regime (lack thereof!) meant that I decided to do that bit by train. However I really did want to see the actual pass at Albula, so I decided to ride up from Samedan once I had made camp. From this side the climb was only 600 metres or so (as compared with 1400 metres from Thusis to the top from the other side), and I could do it without my panniers. The actual climb was exactly 9 km and as the sign in La Punt announced (in Romansch, the fourth language of Switzerland) the climb was 625 metres.

Day 5 saw me descending from Switzerland into Italy via the Maloja pass. This pass involved no climbing from my end, but with a long descent to come and rain threatening I stopped to put on every light and reflective strip that I owned. The descent seemed to be never-ending. According to my cyclometer I never got above 60kph, but I know that at one village I had to brake to get down to the speed limit of 50kph.

Next day I visited one of the few places specifically on my agenda: the church of Madonna del Ghisallo. After ambling down the shore of Lake Como for a while I crossed on the ferry from Varenna to Bellagio and then climbed to Magregio where the said church is located. I didn't know what to expect at this church. I had heard just enough to know that the church was regarded as important to cycling and cyclists. The church parking area was packed with cars and motorcycles, the flea market, the café, the monuments, the lookout, the tourist buses, and several hundred people. I think I was the only cyclist, though. There is a sign explaining that



Pope Pius XII had declared the Madonna the patron saint of cyclists in 1948-49. (You would think they would

know which year, but that's what the sign says. Maybe he was a slow speaker.) There is a monument to bicycles and cycling, with a plaque commencing " ... then God created the bicycle".

I could go on, but the editor would only edit it down. Members who are interested in the gory detail of the trip are invited to read my day-by-day journal at <http://gallia2003.crazyguyonabike.com>. Or go to www.crazyguyonabike.com and navigate through the author index. While you are there you could also read about a couple of tours by BBTA member Bob Schofield.

I used my relatively new bike for the tour, a Trek 7100 hybrid. I added some accessories but made no modifications to its mechanical workings. I sold it in France on day 21 of the tour, as it was going to be a nuisance once I met up with my wife, but I have now bought another one exactly the same, except that I put a stronger rack on the back this time. Some club members asked whether I lost money selling the bike. It's just a matter of putting it in perspective: the bill for our week's car hire would buy three new Treks. (At least I hope it's only three! The bill hasn't arrived yet, and we did do a lot of driving.) Doing a tour from A to B, rather than a round trip from A to A is always going to cost a bit in overheads, especially when B – the place where I was due to meet my wife – was a farmhouse in the hills in the middle of the south of France, two countries away (by the route we took) from A, which was Zurich. So, yes I lost money, but holidays cost.

I travelled just over 2000 kilometres, averaging just over 100 km per day except on the last day which was just an early morning doddle (but did include a 500 metre climb!). I achieved my ambition of crossing the Alps by bike on the last two days: I crossed from Pinerolo, Italy to Briançon, France via Sestriere, elevation just over 2000 metres. I would love to talk about the trip more, so please don't hesitate to ask me about it. Your biggest problem will be to stop me talking!

SPARE SPOKES

A member has sent in the story of Kerry Neighbour's new Trek on Maurice's Fernvale Track & BBQ ride on Sunday 20th July. Kerry had the unfortunate experience that, after riding 5kms on the Fernvale Bike Trail, he found a slit in the wall of his front tyre. He decided to fix it with a patch on the inside of the tyre. After applying the patch, he amazed most with his new CO2 canister that blew the tyre up in nothing flat. Not 20 seconds after the tyre was up, all those around had the unfortunate experience of the tyre exploding right in front of them! A new tube and another canister later and he was back on the road. Goes to show that no matter how much you spend on a bike – all tyres are not puncture proof!

160km Achievement Ride 31st of August. The club has two new imperial centurions. Congratulation to Kerry Neighbour for finally cracking the ton (officially) and also Barry Norton for learning to draught. Of ten starters, seven finished - Kev Macmillan, Gerard Galvin, Kerry Neighbour, Barry Norton, Rosie Eden, Peter Kerswill and James Trimmer. A perfect day on a flat coastal route with favourable winds all the way to Beachmere and back. It will never happen again.

On CQ03 a tropical theme dance party was held at the Caloundra Cricketer's club on the night before the rest day. A great band and good atmosphere. A trophy for the best dancer was won by Alistair Hope, looking very glam in a pink wig. The ballerina trophy has not fared too well, having been dropped and broken twice already, neither time by its recipient.

Why Bicycles Are Better Than Men/Women

Bicycles don't whine unless something is really wrong.
 Bicycles don't have parents
 You can share your bicycles with your friends.
 Bicycles don't care how many other bicycles you've ridden.
 Bicycles don't care how many other bicycles you have now.
 If your bicycle goes flat, you can fix it.
 If your bicycle is too loose, you can tighten it.
 Bicycles don't care if you buy bicycle magazines
 If you say bad things to your bicycle, you don't have to apologize before you ride it again.
 Your parents won't remain in touch with your old bicycle after you dump it.
 Bicycles don't get headaches.
 Bicycles don't care if you're late.
 If your bicycle doesn't look good, you can paint it or get better parts.
 You can ride your bicycle the first time you meet it without having to take it to dinner, see a movie, or meet its mother.
 The only protection you need to wear when riding your bicycle is a decent helmet.
 When in mixed company, you can talk about what a great ride you had the last time you were on your bicycle.

K's 4 Country Kids Charity Bike Ride

From Thursday 9 October to Sunday 12 October, a 328km triangular course event will be held to raise funds for rural kids suffering from leukaemia. The route is Dalby-Tara-Miles-Chinchilla-Dalby.

Cost to enter is \$500 which covers accommodation, all meals, support vehicles, insurance and a finale lunch in Brisbane on October 17th. The event is limited to 100 fun riders. It is a ride, not a race, and is designed for all standards of cyclists with the emphasis on fun and fund raising.

For more information, contact David Fowler on 3246 8888 or Paul Wray on 3367 2711.

For Sale

Club member Judy Manning (3857 1952) has two items for sale which might be of interest to BBTA members:

Macpac Celeste 2 man tent. Ideal for cycle touring or general camping. Very good condition. Sells new for \$900. Priced at \$500.

Sherpa front panniers. \$60 the pair.



Bicycle Queensland Update

Bike Week moves to March

Bike Week has been moved from its traditional timing of Spring to Autumn, with the dates for the next Bike Week set as **March 28 to April 4th 2004**. In 2002, Bicycle Queensland held CQ02, and it was an overwhelming success. But it created some confusion having it on just a month before Bike Week - two major cycle events on back to back. Further, for BQ's many volunteers, it was a big ask to get so

many people to give up their time twice in as many months and it proved a real strain on BQ's resources. So a move to autumn made good sense.

BQ regrets that those looking forward to the big Bike Week events will have to wait until early next year, but BQ will be more than making up for it with a bigger better Bike Week from March 28th.

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: 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: \$50 single, \$60 household. See www.bq.org.au or phone 3844 1144.

There is something very serene about gazing down a pathway lit only by the light on your handlebars, a slight chill in the air as you sweep down the pathway, little blinky red lights flashing madly like an angry nest of bees. The streets empty of their cars as the drivers arrive home hungry and rushed. The streets feel as though they belong only to you, and your ever trustworthy bike. This is what it can be like when you don some safety gear and attach a few lights to your bike.

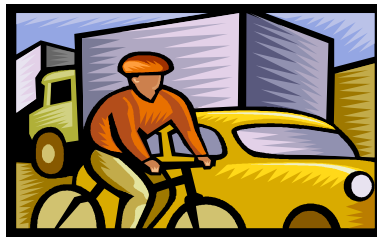
Certainly it isn't to everyone's taste, but it seems as though more and more people are enjoying the new experiences that bike riding at night can provide. The popularity of 'NightRides' in the club calendars, especially during the summertime when temperatures at night are pleasant, are testament to how fast this relatively old idea is catching on again.

And it really is an old pleasure, having been around since the time when bikes arrived from the shop with lights attached, and cars came without lights! For a long time this was the standard practice until, of course, it was reversed dramatically after the second world war. During this time, bikes lost their lights and cars gained them, giving rise to a generation of people that didn't expect lights to come on their bikes. Of course, these bikes used the old style dynamo lighting systems that were, for the most part, horribly inefficient.

Technology has improved both in the dynamo world and battery powered lighting world, having come a long way from the simple incandescent light onto metal halide arc lamps and nickel metal hydrate batteries to power them. Improvements to the dynamo include conversion to hub dynamos (dynamos that sit in the hub of wheel, rather than against the sidewall of the tyre) and much higher efficiency from the electronics inside as well. The top of the line dynamos, such as the Schmidt dynamo hub and the Busch and Muller Dymotec (www.peterwhitecycles.com) are about as expensive as the top of the line battery powered lighting systems on offer from Cateye (www.cateye.com) and Vistalite(www.vistalite.com). The

other big benefit that's always been on the dynamos' side is that there is always light as long as there is energy left in the rider.

Of course there is much more to riding at night than having lights on your bike. Lights are good, but some lights are really designed to help you see, not to help others to see you. The law requires both front and rear lights if riding at night, but most night riders tend to have multiple sets of lights installed on their



steeds. A common configuration I see is two rear blinky lights, one attached the rider (on a belt, or on the back of the helmet) and another mounted to the bike on or near the seatpost, whilst also mounting a white flasher on the front of the bike to be seen, combined with a proper beam light system that emits enough light to see the pot holes on the road, or the gleam in that possum's eye. Other safety equipment is also recommended, a reflective vest (readily available at bike shops), and other reflective surfaces on the bike. In fact, some tyres even come with reflective sidewalls if that tickles the fancy.

There are certain things that you have to be careful of though. Motorists are not always expecting bikes and their riders, especially at night when bikes can be harder to see, even with the lights and reflective clothing. It always pays to look at what is happening around you, for instance, if a car has parked and its lights have turned off, there is a good chance the door is going to open any second. Being night time though, there are some advantages - cars generally won't pull out in front of you without some of their lights being on, so be wary of any car with its lights on. Also, pedestrians can cause a bit of a problem sometimes. At night it can be very hard to spot them, and a lot of them tend to cross roads or pathways without looking, perhaps thinking they can't

hear anything, because bikes are pretty quiet comparatively speaking. One must always be on the look out for nocturnal animals as well - I can assure you some of these animals you don't want coming after you.

Riding at night opens up whole new vistas to the weary daytime bike rider. Heavily used streets become abandoned, joggers and inline skaters are no-where to be seen on pathways. Even the most deserted recreational forest can be ridden at night. There are plenty of areas to ride that concentrate on the Brisbane river - cycling next to a river on a balmy summer evening is heavenly.

What kind of lighting you need really depends on what kind of night riding you are planning on doing. For those who just need an emergency light in case they run out of daylight, there are cheap alternatives such as little LED front flashers, or NiCad powered halogen torches that can be purchased fairly inexpensively. For those more serious people who do a lot of riding after dusk, such as those commuters who are travelling home in winter, a rechargeable light might be more useful for you, and will save lots of money on batteries to boot. These are of course more expensive initially though. Even more serious are the multi-torch setups that contain a low and high beam system that is powered of a lead-acid or NiMh battery pack. These systems are usually in the order of \$150 or more, but will provide up to 3 or so hours of good solid strong light. The kind of light that puts car lights to shame.

For more information, check out these web-published articles:
<http://www.halcyon.com/peterson/NightLED.html> and
<http://www.grannygear.com/Races/>



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Take a look at our rides calendar and highlights of the newsletter on: <http://www.bbta-au.org> Stories about rides, events or anything related to the BBTA or cycling in general are always needed. Please help us make your newsletter interesting and fun by contributing. Copy in the form of emails, written or verbal material and photos attached are great. Any material for the newsletter or website is always welcome.

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