



Cycling Times

The B.B.T.A Newsletter Reg. By Australia Post # PP424022/00071 Number 119 October—November 2004

As you all know, our fearless leader is away on her jaunt to Scotland. This is the easiest promotion I have ever had. I started out just a lady with a pushbike, now I am acting editor of BBTA. It doesn't get any better than that. Well, I am still just a lady with a pushbike, and the BBTA continues to provide me with an outlet where I can catch up with the many friends I have made over the last 4 years. My excitement with life some times leads to my exuberant behaviour—must be too many endorphins or something like that.



In Elizabeth's absence I thought I might share with you one of my first experiences with the BBTA.

On the Easter weekend in 2001, Kris and Alan Absolom and I caught the train to Albert Park to join the BBTA in our first club ride. It was the Classic River Ride - 50 kms. We had no idea what to expect. Kris and I were new riders with limited knowledge on anything to do with wheels.

The ride leader, Jim Bothwell, was very welcoming to all the new riders attending and we felt quite at home instantly.

With much excitement, Kris and I took off furiously down the hill to the Botanical Gardens and onto the Coronation Drive Bikeway.

I felt really enthusiastic and was peddling madly away. I glanced down at my Cateye [computer] and stated quite proudly to the man next to me 'gee, 19 kms done already and I feel great'. The rider gingerly told me 'your speedo is reading your average, not your distance, we've only done 6 kms'.

Did I feel like a real idiot! Nevertheless, I pushed on, continuing to enjoy the ride and the break at the Fairfield Bakery.

Further on into the ride one of our riders misjudged the Victoria Bridge bike path and fell off his bike. Kris and I were on the spot immediately to check that he was OK.

Thankfully, he was uninjured, but I couldn't contain myself and exclaimed in a horrified voice 'oh no, you've broken your pedals'. He replied with a stern voice 'they're not broken, I have clip ons'. I blushed and peddled off wishing the ground would open up to protect me from myself.

Does anyone else have any 'first ride funnies' that can be included in the next newsletter?

And a late word from Elizebeth (El Presidento)

I'm in Dublin today! Having a great time, trying to do too much though I think - rush rush rush!!

I'm having a great time exploring Scotland and bits of Ireland. Not doing much cycling but managed a week's touring in Arran. Looking forward to coming home and catching up with everyone...

Here is a link to my adventures
http://www.geocities.com/elizabeth_in_Scotland/



Kate Gubesch

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Welcome to our New Members!
The following have joined the BBTA since the last newsletter:

Diana BUZZA	Peter McCOOL	Bernie WOODHOUSE &
Luisa HUYSSSEN	Sue MELLO	Lyn AITKEN
Ilan IVORY	John RAY	
Deborah LLOYD	Nancy & Nic WILLIAMS	

Report from Rides Coordinator

James Trimmer

Ride leaders wanted

Medium rides, that is, those between thirty and eighty kilometres over reasonable terrain are the most popular. We always need more on the calendar. If you have an idea for a Ride, put it on.

Leading should involve no drama, just front up with a registration sheet and an outline of the route, written if you're really keen. Appoint a tail-rider and away you go. You don't have to be the strongest or the fastest or lead from the front. And don't worry, what can go wrong probably will. But relax and enjoy the ride anyway.

Which segues into those that haven't been enjoying riding lately. The Down Bro's list. Latest addition is Keith Cordwell. He slipped on a diagonal wet tram line at South Johnstone, near Innesfail. He badly damaged his shoulder and will be off for three months. "No man knowth the hour" - so take it easy.

EFF EFF EFF with safety!

The end of year Christmas Party and Awards will soon be on us. Will Ride Leaders and others who have outstanding brevet forms or other ride forms

forward them as soon as possible.

Achievement Rides are promoted to encourage members to push their ride boundaries by going further, not necessarily faster.

The concept seems to be in decline. It may be time to revise it, possibly award medallions, bronze, silver, gold?

Just an idea, think on it.

Report from the Webmaster

Kerry Neighbour

This month marks the first time we have moved fully to the Online Rides Calendar. The printout you receive with the magazine this month has been generated straight from the online calendar system. This saves us all a LOT of work, and hopefully ensures fewer errors as well.

It is my hope that most of the work of planning the ride calendar will be done online. Since you can see instantly all the rides for a month (or day or week), it becomes a lot easier for prospective ride leaders to slot in their rides. It is also fairly easy to move your ride around if you think it clashes with another ride.

For those of you that are not happy with, or are unable to use the Internet, you can still contact either myself or the Rides Co-ordinator with your ride details - we will place them on the Internet for you.

We will still send out the draft calendar by email every week or so. This is both a reminder to some, and because some people have email without access to the web. At present, we send this email to every BBTa member with an email address. This might annoy some members, so I have introduced an opt-in mailing list that you can join. Simply go to the BBTa website (<http://www/bbta.org>). On the main page, you will see at the bottom of the page that you can join (opt-in) various mailing lists. Currently these are

1. The main list - every BBTa member
2. Ride Leaders or those that want the Draft calendar
3. General Ride notifications

This list is for those that want to be notified by email if a member puts on a general ride at short notice. This can happen if someone notices that there is not a suitable ride on and wants to organise a ride quickly for the weekend. Or any other time, of course.

4. Road bike rides

This is like the General Ride notification - but is aimed more at the faster road bike riders. These would generally be longer rides, and also a fair bit quicker.

I encourage you to join one or more of these mailing lists. Obviously we will not release these email addresses to anyone. I get so much SPAM now, I doubt that it would make much difference if we did give the mailing lists away, but we won't as a general principal.

I intend putting up some instructional pages about the online ride calendar, but as I would rather be out riding a bike, this might take some time. In the

meantime, I will answer a few common questions here.

What ride calendar?

There are many links to the Ride Calendar. One is the second option down on the main menu. There is also one at the bottom of every page.

But the most obvious one is the small Current Month format calendar at the right of every page. If you click on any particular date in the calendar, it will take you to a screen that displays the rides for that one day. From there you can then change the day, or even the format - ie you can change to week, month or year display format.

If you click on the label ABOVE the month calendar (ie the label that says "Click for online Ride Calendar"), you will be taken to a screen that shows the rides for the current week. This is generally the best way to view the rides, I think.

When you are in either the Day or Week view (by clicking either the label or a particular day), you are then in the Online Ride Calendar, and can perform other tasks. You can change view formats - from Day to Month to Year. You can then move back and forth to a date you chose. You can also Search using various criteria. You can display all rides over 80 km, for example. If you want to do more than just look at the rides, then you need to Login...which is the next question covered.

How do I login?

Enter the Ride Calendar by clicking on either the "Click for online Ride Calendar", or any date in the current month calendar. See Question #1!

Click on the Login link - this is both at the top right of the Ride Calendar screen and the bottom right. There is also a small row of toolbar icons at the top right that you can use.

Enter your surname as the "Username". Your password is originally set to your BBTa membership number. This is a number like 9999. Once you login, you can change this password to anything you like.

Once you login, you can edit your rides (and only your rides), and you can add new ones. You can only add rides in your name - you cannot add rides for another member.

How do I add a ride?

Login as mentioned above. It is generally easiest to go to the date you want to add a ride for. So change

to Month view, and click on the "+" sign on the date you want the ride for. You will see little "+" signs all over the place in Day, Week or Month view. Just click on one to add a ride.

You will then be shown a quite detailed entry screen - you MUST fill in certain fields - these are clearly marked, I trust. Since you entered the screen from the calendar, the Date fields will already be filled in for you. You can of course change the date if you feel like it.

Other tips

If you want to move a ride - simply Edit the ride - and change the Date values to the date you now want the ride to be held on. As simple as that. The ride will instantly appear in the new date slot.

You can duplicate a ride from the View screen. At the bottom you will see an option "Copy Ride". This duplicates the ride in every detail - and puts you into edit mode. You only then need to change the date values to the new date, and you now have two rides on two different dates - saves a LOT of typing!

Changing your password and nickname. Once you are logged in, simply select the "Your Details" link at the bottom of the screen. Your online record will be displayed, allowing you to change anything. Two things are of note. Your membership number is not an easy password to remember, so I suggest you change it to something that suits you.

The other thing is your "nickname". This is the name that is actually displayed on the Ride Calendar as the ride leader. Your full name is not used. That is only used in the edit screens and the like so when we enter a ride, we know exactly who the ride leader is.

Ok - those are the basics. I encourage everyone to use the online system more. I personally check the online system before every weekend. This is primarily to make sure that the ride leader has not made any last minute changes. It is also to see if late minute rides have been entered that are not on the printed version of the calendar. It is one of the big drawbacks of the printed version that it is printed 2 months ahead of time. The online system does not have this problem - it is always current.

Ireland update from Peter and Donna

by Donna Brennan



Seeing as I'm being blessed with a spot of fine Irish rain here at Coleraine in Northern Ireland, I thought I'd send you a quick update on my journey so far. It's hard to believe I have been in Ireland for almost a month. In the last 3 weeks I have cycled (well mostly) from Galway in the West, around the coastline to Port Stewart. This is at the start of the Antrim Coast, famous for the 'Giant's Causeway' and a stretch of very scenic coastline. Having seen the Giant's Causeway (basalt lava flow where the rocks have split neatly into amazing hexagonal shapes) in the rain yesterday and some more of the coastline in the rain today, I decided a train would be a great way to travel to Belfast. From there I will catch a ferry to Scotland and make my way to Edinburgh to meet Natasha on the 1st September.

I have cycled through some wonderful country. The north of Ireland along the coastline is quite wild in places and, as you can imagine, quite hilly. The roads are very narrow and there is quite a bit of traffic at times but everybody seems quite used to slowing down to let other vehicles, such as buses, trucks, tractors and even bicycles go past.

There is a surprising amount of development in many of the small towns with the equivalent of our suburban sprawl happening. The houses are a different style, but the concept is the same. Ireland is decentralising its services to many regional

areas so perhaps that is part of the explanation. Also much of the industry has been setup in regional areas with designated 'tax break' areas.

Spoke to a couple of Irish teachers I met in a hostel in Sligo and it seems the problems of work intensification, lack of adequate childcare and expensive housing are shared in Ireland as they are in Australia.

I haven't spent much time in Irish pubs since I have been cycling (I know some of you find this hard to believe). It seems that is what people come to Ireland to experience - the Craic and the traditional music, but I doubt if that is the 'real' Ireland at all.

Interestingly, they have banned smoking in all pubs and restaurants in Ireland which makes it very pleasant to go into them. I don't know how it will work in the winter when it's not as pleasant to go outside and have a smoke.

Smoking, particularly by women, seems to be much more common over here as well. It was a bit of a shock to find they could still smoke in pubs and restaurants when I got to Northern Ireland. Met up with another solo cyclist from Germany, Susanne from Bonn, and we have spent a bit of time together. One of the highlights of my journey



has been my stay at Malin Hrad, at the northern most tip of Ireland. We stayed at this hostel overlooking the ocean and the scenery and general feel of the area was magnificent. The Inishowen Peninsula is like a miniature Ireland so if you only had a short time it's where I would go. Mind you, the weather was brilliant while I was there.

I am about to be logged off the computer so a quick note about the attached photos. The first one is just a fairly typical Irish scene along the coastline in Clare, the next ones are with my cousins David and Maria near the Cliffs of Moher. As you can see I did sample Guinness.

Will be in touch from Scotland. The time is passing far too quickly.
Love, Donna

Bikes on Dikes

Kate Gubesch

One glass of beer at Raffles, \$10; one Singapore sling, \$9.50 with a 50% discount voucher; Kate spilling orange juice all over herself and Paul within two minutes of the plane taking off - PRICELESS.

We arrived at Schiphol Airport at around 6.30am. The airport is very organised and we had our bikes together and were on the road by about 9.00am. The bike path is right at the front door of the airport, so there was no trouble with traffic.

Our first night was to be spent in Haarlem, 15 kms from the Airport. The bikes could not be stored in our hotel rooms due to the incredibly steep and narrow steps leading upstairs. We were constantly reminded about securing the bikes and racked our brains trying to think where we could store them for the two nights we were staying in



Haarlem. Thinking like an Aussie, I asked if they had a back dock where the catering and beer was delivered. 'No' was the reply, there is no back yard at all.

Paul happened to notice a cellar door on the footpath and found out that that is where the beer barrels (not kegs) get delivered. So, we had found a safe if not conventional place to store the bikes. We had a great day in Amsterdam. The city provides free bike parking that is just like a three story Kings Parking for cars.

I have beaten my previous record of one puncture in 5 years, with 5 punctures in 5 days - a new personal

best. I tried unsuccessfully to convince Paul that I wasn't rough riding up and down gutters and cobble stones fully loaded and he would shudder

and groan each day with my hysterically shrill announcement of 'Guess what, I have another puncture'. It turned out that my new Continental touring tyre was faulty, phew, I was off the hook with the dangerous riding charge. Now, we had a problem, 40 kms to ride for the day and a stuffed tyre. We would ask at the next little village where the nearest bike shop is. I couldn't believe it when we rode one block further and there was a huge bike super barn.

It became apparent very early on that every town had a vortex surrounding it. In short, we couldn't get the hell out of these towns very easily. We would spend up to two hours every morning trying to progress our trip and move onto the next village to no avail. A GPS, or at the very least a compass would have been a handy tool.

Of course, you need to have a good sense of humour when travelling on a bike. Joy, Paul and I were all in a line waiting at a set of lights when I could hear muffled exchanges happening behind me. Joy couldn't unclip and fell into Paul who then proceeded to fall into me. The outcome - three loaded bikes and three Aussies sprawled all

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over the road. Of course, I rolled around on the road for a minute in hysterical laughter, as I do.

The most memorable day for me was when we were travelling from Metz to Nancy. Paul got hit by a car and ended up sliding down the gutter on his bike. Unfortunately, his finger got caught in a drain on the way, breaking and dislocating it. What a dilemma. Amazingly, out of nowhere a St John's ambulance arrived on the scene. As we did not speak French nor he English, we proceeded to play charades. This would be a common occurrence that day. The police and ambulance were called. Many sirens and flashing lights followed. Paul was taken swiftly to the hospital eight km back from where we had just come. His bike was taken to the local police station and Joy and I prepared to ride to the hospital not knowing exactly what was going to happen. Thankfully, the finger was put back in place and taped up. We were back on the road within 2 or so hours. Of course we were starving by then and

being Sunday, no shops were open. We ventured back into town and had a drink at an empty pub. Within five minutes the pub was full of locals scampering to have a look at the victim and his two companions. The bush telegraph is well and truly alive in Dieulouard.

In the early part of the ride we would rise early and be on the road by 8.30am. However, as the rest of Europe was still in bed at that time it was difficult to get a cup of coffee or morning tea before 11.00am, so we started to do like the Romans and sleep in. This resulted in us getting into camp later and eating dinner as late as 9pm.

We arrived in Paris from Nancy by train at 6.00pm and had to ride to the campsite at Bois de Bologne - a distance of about 15 kms. This took us over two hours, through peak hour traffic and past the Arc de Triomphe. I knew I had really been welcomed to Paris when someone threw a bucket of water over me from a great height and I hadn't even opened my mouth! The trip from Bois de

Bologne to Charles De Gaulle Airport two days later took us every bit of 5 hours. The train stations were very difficult to manage with elevators out of service, security entrances not designed for touring bikes and Paul's damaged finger. Paul banned me from going up the escalators after nearly tipping my loaded bike on top of a lady's head, so we were delegated to the stairs.

Sadly, we did not get to meet with Meryl as planned, so we decided to go to the Black Forest by train to buy a cuckoo clock.

We bought fresh local produce at every village and the camp sites were more than adequate. We also met many lovely people. Australians are very popular in Holland and Germany and the treatment provided to us reflected that. The highlight for me was the Moselle River with beautiful villages every 20 km or so.

This trip has given me many funny memories and I can't wait until we go again.

Endurance Cycling - some tips

Kerry Neighbour

When I first starting riding a bike – which was only 3 years ago – I thought that anything over 20 km on a bike was a long way. Truth be told, I could not even imagine riding a bike for 100, 200 or 300 km. It was a concept as alien as “honest used car salesmen” or “self-effacing politicians”. Now, of course, I realise that distance is **not** the problem. The problem is getting the body to perform for the TIME it takes to travel the distance in question. And this is different for all of us.

The body is pretty good – it has a very complicated energy supply system – much of which is still not understood, least of all by me. Let us say that you want to ride your bike for 100 miles – not an unreasonable requirement, you might think. What does the body have to cater for to achieve this simple task? If we assume that you want to go fairly hard, then the body has to exert itself at a fairly hard rate for 5 or 6 hours with little rest.

This is where the problem comes in. Our bodies are only geared to provide energy for intense activity for around 2 hours or so. And this is for a fit person – not the couch potatoes that most of us are. But for the sake of argument, let us assume that we are all fairly fit.

The body moves your muscles by burning glycogen – basically a simple sugar. It is like petrol in a car – as long as each exercising muscle has glycogen it will move as required. When the glycogen runs out, it will stop – in cycling terms, this is called “bonking” or “hitting the wall”. And it is not a mental wall – you cannot force yourself to carry on by sheer willpower. You cannot “talk yourself” into it. Once your body has run out of energy, that is it. In fact, once you reach this point, you are limited to the extent your body can break down energy from fat – about 4 calories/minute. While the body has enough fat to do this virtually for ever, this amount of energy release is only enough to get you walking. It is not enough to allow you to cycle at 30 kph! For those of you who have hit the wall, you know exactly what I am talking about. If you get to this point – do not be embarrassed. It has happened to most of us at one stage or another. It is not a point of weakness – more a factor of poor preparation.

The best way to get through a specific ride is to

avoid the “bonk”. There is a whole field of sports medicine that focus's on just this one thing, and it is very complex. I do not presume to be expert in any way, but I have spent many hours on a bike seat, so I have some interest in this area. So I will presume to give you my thoughts.

First of all – when you see a road cyclist – you see a combination of three things. These are

the bike (the better the bike, the faster it is – and it can be a HUGE difference)
personal weight and fitness
the immediate fuelling situation

If we take the bike and personal fitness to be fairly steady – after all, there is nothing much you can do about either from ride to ride – the biggest variation is the immediate fuelling situation. So – how do we ensure that we personally have enough fuel in the body to last out the current ride?

Members of the BBTA are not generally used to asking such questions. Most of our rides are social, in length as well as pace. But we do hold longer rides, and for these you need to do some preparation.

The physics of energy in your body is no different to anything else in life. You only get out what you put in. There are a couple of things about your body that limit you though. The first is that you can burn energy at a virtually unlimited rate. It depends on how fast you pump! The other side of the coin is that the body will only re-charge energy reserves at a fixed, very limited rate. This is where the problem arises. You can happily burn energy at 600 (or more) calories per hour, but you can only do this until immediate energy reserves are depleted. Your body stores energy in several areas – ie

blood glycogen
liver
muscle
fat stores
external sources

The whole key to thinking about all this is timing. Your muscles require energy NOW – if it takes an hour to get energy from fat stores, then that is useless. That energy is not available to you.

Imagine your body on a bike, pedalling up and down the hills past Somerset Dam (bloody hard work!). You need energy right now. For about 20 minutes or so, the body can use stored glycogen from the blood system. After this, the system can use glycogen stored in the muscles and the liver. These stores will last for about another hour or so. After that, the body has to start getting glycogen from other sources, and this is stored fat and/or muscle. For the fatties amongst us, this is the best part of the day – we are finally starting to burn fat! While this is a good thing in theory, the rate that fat is converted to energy is very low – it is too slow to keep up a burning pace on a bike. You simply burn energy at a faster rate than you can provide it from fat conversion.

So – what do you do?

You **MUST** provide energy to your body from an external source that is faster than the burn rate. Fairly simple, but not an easy thing to do in practice. In fact, it is very hard. Let us assume that you are burning 600 calories per hour winding up the Somerset ranges. You know that unless you do something drastic, you will bonk in 2 hours. So you start to ingest fuel as fast as you can (ie, you eat muesli bars, etc). The problem now is that your body can only generate glycogen at the rate of around 250-280 calories per hour. This is a limitation of the liver and the digestion system – there is nothing much you can do about it.

So you are in a negative energy situation here. This is the first important thing to realise. There is **NOTHING** you can do to replace your energy stores **DURING** a ride. Ie, there is no way you can eat enough food during a ride to replace what you are using up. Your body simply cannot do it fast enough. So do not try to do it.

I am stressing this point as it is so important – please read the last paragraph again if you are not totally sure of what I am saying here.

Ok – so if we are fighting a rearguard action, what do we do? First of all, you must accept the fact that you cannot eat any form of solid food. It simply takes too much time and energy to digest solid

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300km Challenge

Kerry Neighbour

Ride Leader : James Trimmer
 Other Riders
 Torben Andersen
 Kerry Neighbour
 Tom Crawford
 Paul Gubesch

Well, James called this ride a “challenge” when he first mooted the idea of this some many months ago, and few would disagree. The idea of doing a 300km ride had never really occurred to me – after all, what normal person would want to do such a thing?

The week before the 300, James put on a training 200km ride. It seems a bit funny calling a 200km ride just a basic training exercise, but it was invaluable. For a start, it actually got me a lot fitter for the actual ride itself. But it also gave me a good idea of how long these things take, and at what speed you have to travel at to make the distance.

To my mind, anyone can do a 300km ride (or indeed any distance), given enough time. You simply do a 10km ride, stop for a reasonable period, do another 10km ride, ad infinitum or until you get tired of doing it. This is in fact exactly what a lot of our weekend social rides are like. But you simply cannot do a ride longer than about 100km like that. The days are too short for you to take your time. Apart from sleep, there are other limiting factors. You get a very sore butt, for one thing – I do not think there is much you can do about this, but obviously the longer you sit on a hard bit of leather, the worse the pain gets. Another serious problem is boredom. You also run of light, and it can be a problem getting lights that will work long enough. Most of us only have lights/batteries that work for 3-6 hours. So this a real limiting factor.

With any ride over 160km, you must have lights fitted. If we assume that most people can stretch their lights to 6 hours, that gives us a riding window of 18 hours or so (at this time of year). Given that we have stops of 15 minutes every 50km (on average) that means that we must average around 22 kph or more to finish. Ok – so there are the basics, and it is what the 200km training ride was all about. Can I maintain 22+ kph over 10 hours or so? As it turns out, I could, so the 300km was on.

The ride started off at Allora, a very small farming town just out of Warwick. The route was basically a big clockwise loop from Allora, out to Inglewood, north to Millmerran, east to Wyreema, and then south back to Allora. All on good roads (in fact, very good roads), and basically as flat as an ironing board. There were a couple of sections of hills, and one or two really steep ones, but over this sort of distance, they were of little consequence. If anything, they were a relief after so many kilometres of unrelenting flatness.

The ride was to begin at 3am, but I had to go to a party that night, so I could not drive up there the night before like everyone else had done. I had two hours sleep after the party, and left Brisbane at midnight to arrive at Allora just before the allotted time. And my first impression was that it was COLD!! I did have some idea it might be a bit colder than Brisbane, but I did not give it much thought and had not brought any cold weather gear. My wife came up with me to help in the support car with Kate, so I stole a normal winter jacket off her, plus I happened to have a t-shirt I could wear. That

plus my normal bike jersey and the night reflective gear. I felt like a bear, wrapped up as I was, but I was still cold. Anyway, I hoped that the usual bike exertions would warm me up.

I do not think we saw anyone at all in the half hour or so it took for us to get the bikes ready and to get me dressed. Allora was empty and as shutdown as most small country towns at 3 in the morning. Our first stop was to be 35km away, so we headed off south in great form and high spirits. We were to do a lot of back road travel to get to the highway where the support vehicle was waiting for us. It was rather spooky as there was nothing in sight (no lights, houses, cars, etc), and we kept going down these dips filled with dense, cold fog. But while it was a bit eerie, this section was actually quite fun. The spooky ambiance added to the excitement, and took our minds off the long way ahead. We made one small wrong turn in this bit, but basically we made it to the highway and the support car only a little bit over-time. It turned we had done 45km, and not 35km as planned.

We had a quick bite at the support car, and then headed off towards Inglewood, some 67 km away due west. It was still very dark, but we were due for dawn in an hour or so, so that gave us something to focus on. Just after dawn we came to the first set of obstacles – about 10km of rolling hills. I became pretty disheartened through here, and slowed down a lot, and dropped right back from the group. The hills were not that hard, I think it just might have been the low ebb of the dawn that affected my body. Just after the hills, I managed to pick up again, and in fact we all got into a pacy line and raised the speed to around 35-38kph. We sat on this for a long time – probably 20-30km or so, I have no idea. Tom dropped off here, as he wanted to stick to 30kph. Since he had done a 300 km ride before, this worried us a bit – should we be going this fast so early in the ride? Should we stick to his easier pace? Anyway, the road was too good to waste, so we kept to the higher speed until 20km before Inglewood. We only stopped because we wondered what to do about Tom – should we wait, or carry on to breakfast? In the end, we went on – but we had lost the high speed capability, for some reason. I could not get over about 25 kph, and even that was hard going. I thought a headwind had sprung up just as we stopped, but that seemed a bit far fetched. We limped into Inglewood for a bit longer break – basically breakfast. We had done about 120km at this stage, and we all felt pretty good. The sun was up and it was around 9 am, I think. We left around 9:30, after having some hot soup and a few sausage rolls – good stuff.

The next stop was some 50km north – just a small shed miles from nowhere. No problems – off we went. We had ditched the cold weather gear, and were now in full racing trim. Tom advised us to slow down a bit, and we all agreed - for about 1 km. Then I took off at my normal cruise speed of

around 32kph, and sat on that until about the 48km mark, where there was a series of very bad hills. I think I did some damage to my knees getting up these, and I think Paul might have done as well. Anyway, I found the support vehicle with Kate and Minnie waiting just past the hills. They had set up a blanket on the grass, and were having a picnic and a sleep. The support girls had a real problem with keeping warm – more than us, I think. They did not have enough warm clothes or blankets, and did not have the advantage of doing the exercise that we were. They also had to wait hours between stops, so they had a pretty boring day.

It seems that some local had stolen the very large water tank from this shed just recently, and it had been so unusual it had been on the local news. How could anyone steal one of these tanks? They would have needed a crane...anyway, we had a bit of a laugh at this, and headed off towards Millmerran,

only 20km away. Tom was getting a bit tired at this stage, but the rest of us were fine. I personally felt fine, and could have gone on all day. Which was just as well, as this is just what I had to do.

Millmerran at just less than 200km was our lunch stop. For the 10km coming in, there was a strong headwind that slowed me down a lot, and drained a lot of energy. My knees were getting a bit sore at this stage, but while I was feeling a bit sorry for myself, Paul was having real problems. His left knee

had swollen up something fierce, and it was obvious he could not go on. He decided to do another 12 km or so just to make up 200km (his personal best so far), and decided to call it a day. The rest of us were fairly good, with Tom still feeling a bit tired. As he is 70, that seemed fairly reasonable to me.

The next stretch to Pittsworth (our next stop) was 42km – easy. I kept up my usual 32 kph for about 30km, and then noticed that I was dropping speed slowly. This was almost amusing at first – what was going on? So I would pump it a bit, get up to 32 and then watch it slowly die back over a kilometre or so to 25. And I started getting sleepy. In fact, at about the 35km mark, I was seriously wondering what would happen if I fell asleep on the bike! Since I had only had around 3 hours sleep the night before, I thought that was my problem. Just before Pittsworth there is a big hill that leads up into the town. I was down to 18kph at this stage, and when I saw the hill I just stopped. I could not do it. I wondered if I should walk up, or call the support vehicle, or just have a rest... Then I thought to have a shot of CarboShotz, the energy gel food I carry for just this sort of situation. And it worked. Within 30 seconds I was climbing the hill with little trouble. Near the top, James came up and passed me, so I went back up to cruise speed and we both sped on into town in fine form. Tom was not feeling too hot, so I urged some of my CarboShotz onto him with the fervour of a recent convert. And not surprisingly, it worked for him as well.

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Only about 70km to go now...piece of cake! As it was going to get dark shortly, we had planned to keep together for the next bit. I wish we had, as I did my usual thing and got lost. The idea was to turn off the highway about 20km along, and then head towards Wyreema for the next stop and the big turn south towards home and the last stretch. I do not know if James mentioned the turnoff, in any case, I did not hear it, and I kept on going. When I got to 30km, and I had reached a town I knew we were not going through, I realised I had made a mistake. Dusk was falling at this time, and I had to turn back into a fairly brisk headwind. I thought I had to backtrack 16km (ie 32 km wasted effort), so I was bit annoyed at myself and a bit worried that the rest would not wait for me. In this I was correct, as they didn't.

But I backtracked about 10km, in very hard to see half light, then saw a small sign that pointed down a small country road to Wyreema – the place I wanted to go to. Ok – things were picking up...turn south. I came into Wyreema about an hour late and some 25km over the distance. Since the main group were now an hour ahead, I put the bike on the support car, and rode all the way in great comfort to just before Nobby, where we met up with the main group again. And as this turned out to be just about 25 km, I had also compensated for the extra distance I had done. So I left the support car, and joined the main group. I also rugged up again as it was now dark and getting very cold again.

Around Clifton, James got a flat tire, which is pretty unusual on these sorts of rides. There is not much glass on country roads – and we had been going over excellent roads. Anyway, we changed it in the dark and headed off for the last 21 km. I was actually feeling on top of the world at this stage, and I was sure I could have done another 100 km without a problem. Torben was very tired, and James seemed just fine as usual. At least he was not complaining! We all had sore butts, of course, so we were all popping up and down on our seats all the time to relieve the pain. Quite funny.

At Clifton, James assured us it was only 13 km to go. Even I was getting tired at this point – my previous euphoria was wearing a bit thin – and 13 km sounded like a fair way. It is funny how the last 10 km of any ride is the hardest. And as you get nearer the end, it becomes even harder. It is rather silly when you think about it, but it is true. At around what we thought was the 13 km mark, we were anxiously looking for any sign of Allora. We were way out in the country – no lights anywhere – no traffic – nothing. We could have been cycling across the Gobi desert for all I knew. And at every crest we looked for any sign of a light that meant we were there.

And then James pipes up and says – there is a bit of a hill before town – a bit of a climb, then you can simply coast down to the pub (practically). Oh, a hill – jeez, dunno about that – we are a bit knackered here....anyway, we come to the hill way after the 13 km mark. And it went on forever. Even Torben, who is well known for having an unnatural liking for hills, was complaining bitterly. I never thought I would see the day Torben complained about a hill, but it just goes to show you what a mutinous mood we were in. But when we reached the top, we were sure we could just coast down to the pub at the bottom of the hill...yea, we were there. James had said so...

But no...I led a hopeful charge down the hill, looking around trying to pick out the lights of the pub at Allora, but funnily enough, they were not there. No crowds of well-wishers welcoming home the daring cyclists...nothing. Actually, it was not all that funny at this stage – what the hell was wrong? As we worked out afterwards, the last stretch was actually 24 km, not 13, and the “coast down the hill” was more like 5 km. It does not sound like much, but it was a terrible way to end such a long ride. I think if we had known the real distances, it would not have been a problem at all – it is just that we were looking for the end over every hill and around every corner.

Anyway, we pulled into the pub at around 8:30 pm

that night. Fairly tired, but not unduly so. I actually felt more sleepy than tired. And the town was the same as we had left it that morning. Not a soul in sight – nothing. No cars, no dogs, no sign of life at all. We were the only people in the pub, and I had a feeling that when we left, they were going to close up too.

Except for the last 20km, the ride was absolutely brilliant. James had done a top job of organising everything. The support crew and food were great, and there when you needed them. The route was fine – even I could not complain about the hills in this one. There was little wind, and the temperature was nice and cool – perfect riding weather. The stops were not too long (a common complaint of mine) or too close together. I am not too sure what my average was – I was simply too tired to look when I pulled up, but I think it was around the 25 kph mark. I recall thinking it seemed a bit low as I spent very little time actually going this slow, but we all know how fast the average can drop if you have a couple of slow sections.

All in all, I would have to rate this ride one of the easiest long distance rides I have done. The 200 km the week before was much harder. And my 160 km centuries were even harder still. The big difference was the temperature and the roads, I think. We were on excellent roads – very smooth surfaces, with wide verges. Sitting on high speeds was fairly easy. And it was cold to cool – the best temperature to ride a bike in. And of course we were all in excellent company – all fairly experienced and evenly matched riders, which also makes a big difference.

While I do not think I would care to do another 300km ride, I do most heartily thank James for putting on this one. It showed me that I could do it, and that I could even do a 400 km ride given the right circumstances. I hope that this ride becomes a regular event in the BBTA calendar and I encourage everyone to have a go themselves next time.

Mathew Coley story

As some of you may know, my brother-in-law was hit by a car last Monday night, 16th August 2004, whilst riding home from uni at about 8.30pm on Kelvin Grove Rd near the KFC on the corner of Park St, Kelvin Grove. His name is Mathew Coley, husband to my sister Samantha, father of two sensational boys, Aidan, 4, and Ethan, 2. He works full-time for Suncorp in Brisbane and is studying part-time. They live in Ashgrove and are trying to renovate their house.

After he was hit, the driver of the vehicle just drove off and left him for dead.

After the incident, the story was picked up by the TV and radio news stations for a day or two but nothing further. And since then, there has been no further help from the police.

I know there are many other tragedies in this world, but right now our family is suffering, especially his wife and kids. Ethan, the youngest, wakes up many times throughout the night screaming and crying for his daddy. It's quite haunting and tragic to be involved in.

If anyone out there knows anything at all, any little clue that may provide the police with a new lead,

please call the Crime Stoppers Number or the police.

There was an eye-witness to the incident but they were only able to pick out the type and colour of the vehicle, no number plate. The vehicle was a late model Toyota Landcruiser, dark silver or grey in colour. There must have been some major damage to the vehicle. **SOMEONE MUST KNOW SOMETHING!**

Please pass this email on to your friends and family and work colleagues if you have some time today and hopefully we can get some closure on this issue.

Thank you for your time and support.

Simon Millichamp Mob: 0404 896 189

TIP

Store your spare tubes in plastic bags (get the re-sealable ones). Rub talcum powder on the tube and put a little in the bag. This makes the tube easier to fit and lessens tube/tyre friction.

To whom it concerns:

We would like to notify you about three average young men who plan to ride bicycles around Australia for charity. Please check out our site at WWW.OZFORACAUSE.COM, and let us know what you think, questions, tips, contacts, ideas, must do's, etc...

Sincerely,

Kyle Young

Kyle@ozforacause.com

Some one said - “riding a bike never becomes easier, you just get faster”.

Member Profile

This edition we meet Alan Absolom. Alan and Kristene have been members of BBTA for 4 years. Unfortunately, Alan has had two serious falls from his bike over the last couple of months. He was hit by a car at Burpengary, receiving a broken collarbone and broken pelvis which resulted in 2 months off work. He had just started to ride again when he literally hit the road again. There was an altercation with a four wheel drive with fogged up windows. This resulted in a broken hip and another 3 months off work. I asked Alan the following questions:

1. **What type of bike do you ride?** Any bike as long as it's a Cannondale.
2. **Best new gadget?** Side impact air bags to protect me from cars.
3. **Favourite Ride?** Classic River Ride and Nudgee Beach. Having Jeff Unwin on hand to provide mechanical support also makes for an enjoyable day.
4. **Worst cycling experience?** Being involved in two motor vehicle accidents in the space of two months. Also, hearing about other cycling companions getting hurt in falls, like David Green who also broke a hip when cycling on the Coorparoo bike path.
5. **Favourite coffee shop or rest stop?** Fairfield Bakery.
6. **Drink? Food?** Being an injecting diabetic, I have specific dietary needs, so generally Kris provides our own snacks like home baked raisin bread and salad rolls.
7. **Left foot or right foot at traffic lights?** Left.
8. **Cycling goal?** Getting back on the bike and road racing once more.
9. **Where do you get your bike serviced?** Caboolture Cycle Sports.
10. **What do you drink on your bike?** Restore Energy
11. **What do you like best about the BBTA?** I really enjoy the company and catching up with people I haven't seen in a while.

For taking the time to participate Alan will receive a new zimmer frame and a set of training wheels.



TIP

A typical tube patch has aluminium foil on one side and cellophane/clear paper on the other. You normally peel off the aluminium foil and add a bit of glue to the patch. You add some glue to the hole in the tyre, then wait until the glue dries before applying the patch.

Here's the tip: Leave the clear paper/cellophane on the patch. You may find that removing it wrecks the smooth join anyway. But by leaving it there you will prevent the patch from sticking to the inside of the tyre and the possibility of it being pulled off the next time you remove the tube.

While we are on the subject of accidents, our resident medic Tina has provided us with a list of essential items that should be included in our first aid kits:

CYCLING FIRST AID KIT

CONTENTS

- Elastic crepe bandage
- Antiseptic solution/towelettes
- Sterri strips
- Melolin/primapore wound dressings
- Second skin band aids
- sling
- Cold pack
- Stingose
- Panadol/neurofen
- Tweezer
- Sunblock
- Antihistamine
- Gastrolyte tablets
- Safety pins
- ?antibiotic ointment (SSD cream)

small scissors

For longer tours, especially when heading overseas, or remote, need to consider the terrain and exposure to the elements and insects.

Extras:

- silver blanket (hypothermia)
- broad spectrum antibiotics, malaria prophylaxis, fasicyn, calamine lotion

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food. Unless your ride is very long, you will be home before any food you eat has broken down into a usable form. If you do eat solid food, your digestive system will divert blood and energy to the digestive process – actually slowing you down. So - never eat solid food!!!

What you can do to upset the energy equation is to consume very low overhead complex sugars. What does this mean? Some of us will eat jelly beans or the like when we get tired. While this sounds like a good idea, it is not.

When you eat a simple sugar – which most of us would think of as a pure form of immediate energy – your body actually reacts poorly. First of all, your system must digest the sugar. This all depends (amongst other things) on the concentration of the sugar compound. To start “gastric emptying”, the solution in your stomach must be of a concentration that is the same as or less than the fluids around it – ie around 6-8% concentration. If you eat a VERY strong solution of sugar (higher than 6-8%), the stomach reacts to this by diverting fluids from elsewhere to make the concentration 6-8%. It has to do this so that flow of compounds by osmosis can occur. This is why such drinks as Gatorade and the like are at around 6% concentration.

Once the body has diluted the ingested sugar to the accepted concentration, the normal uptake rate of sugar is around 250-280 calories per hour. If you eat more, you do nothing more than make yourself sick. And this is a very typical reaction to eating solid food on a hard ride. It happens to me all the time.

The other major problem with consuming a simple sugar is that you generate an “insulin spike”. This is to be avoided at all costs. The body tries to maintain a constant level of blood glycogen. If you try to increase this (as is our avowed aim), the body sees this and tries to reduce it. It does this by producing insulin, which eventually reduces blood sugar levels. The real result of a very quick ingestion of

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\$350 (near new bike)
Ring John 5524 6397

BBTA jersey, M, \$50 Ex Cond, BBTA knicks, M,
 \$40 Ex Cond, call **Peter 0400573323**

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simple .sugar can be a base blood sugar level that is LOWER than normal. If you eat a whole bunch of sugar in the form of a Mars bar, but end up with less glycogen in the blood than before you started as you get the insulin spike.

So – if eating food in the normal manner is not very useful – what do we do? First of all – and mark this well – do NOT eat solid food. It is a waste of time except as a social pastime. Then consume complex sugars – not simple ones. This is a bit of a controversial subject (ie the simple vs complex carbohydrates argument), but all it takes is a few hard rides to prove the point. Complex carbs do not in general produce the insulin spike that simple ones do. They eventually break down to simple carbs, but as long as you are performing exercise at the time, no major insulin spike occurs.

What you need to do to consume a mixture of complex carbohydrates – mainly maltodextrins. There are a lot of commercial products that you can get from bike shops that contain these maltodextrins. And I can tell you from personal experience that they work. You can buy energy gels for around \$2 a pack that will get you over the next hill.

Doing 100 miles is more a factor of nutrition than pure “guts”. In fact, any ride lasting longer than about 2 hours is getting into what I am talking about here. If you want to do a fast Imperial Century, you MUST think a lot about fuelling the body.

Please note : these tips are only for shorter rides -100-200km. Longer than that, and you must eat a better diet than just carbs - but that is another article!

May be opened for Postal Inspection

Cycling Times is the Newsletter of the Brisbane Bicycle Touring Association Inc. It is published every two months.

Take a look at our rides calendar and highlights of the newsletter on: <http://www.bbta.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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2004-5 CLUB EXECUTIVE COMMITTEE MEMBERS —>

Membership :

Annual membership becomes due on 31 March each year. Fees are \$30 for individual membership, \$40 for families.
 To join : send a cheque to the Treasurer (postal address above). Or make a direct payment into this account
 Bank of Qld, Account Name “Brisbane Bicycle Touring Association Inc”
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