



Cycling Times

The BBTA News - cycle for fun, fitness and friendship - Number 125 Oct/Nov 2005

BUMPER TOURING EDITION

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**Deadline next issue:
14 November 2005.**

**BBTA X-mas Party
December 11th, 2005
! date claimer !
Details - see page 3**

**Achievement Awards
for 2005
Final Reminder - see page 3**

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

Peter Damm
Debbie Erwin & Family
John Evans
Robert Glazebrook
Louella Harley & Family
Dieter Isenhardt & Family
Stuart Jack

Jo-Anne Johnston
Warwick Lord
Brian Lowe
Helen MacKay
Peta McRae
Suzanne Mintel

Eve Morrice
David Nolan
Christine Petersen
Anne Valentine
Paul Walsh
Peter Weyand & Family

Just what is cycling all about?

Sometimes we're so engrossed in riding, and enjoying it, that we fail to realise what we do for the community at large, and cycling in particular. When we hold a ride, and there are anything from 5 to 25 riders, generally in close proximity, what does that say to the hundreds, possibly thousands, of people who must see us on each ride?

- Ø Cycling is an intensely physical activity, and one that puts us very close to the real, natural world, where pollution is under our very toes. We promote and demonstrate a healthy lifestyle (yes, even chocolate cheesecake has a place in the world), and tend to become vocal and committed environmentalists (who of us like broken glass in the tyres, and plastic bags in the rear cluster?)
- Ø Riding as a group, looking out for each other, helping with breakdowns, and flat tyres, reinforces the need for a community, and negates "It's all about me!".
- Ø We are more thoughtful citizens for the experience – BBTA allows members to be part of a larger group, to care for, and be cared for, by others. We become courteous road users, who say 'thank you' to pedestrians on shared facilities.
- Ø We all know cycling is anything but cheap, for we can inject up to \$200 into each coffee shop or feeding stop, city, and suburban rest break or country overnight camp. And the community benefits from the multiplier effect on the considerable number of dollars we inject into cycling businesses.
- Ø The first time you enter traffic can be terrifying - riding with others offers a hassle free, safe introduction for new riders, to learn skills riding, and riding in traffic – you need encouragement to traffic-ride the first, and second, time
- Ø Councils and government must pour millions of dollars into bikeways, lane markings and cycle racks, the hum and sizzle of our wheels gives justification to what we believe is excellent expenditure

Every member we lose at the end of the year takes their bicycle with them, for family rides, or higher, harder levels of riding, or it is passed on to someone else who can take up one of the best sports of all.

So when you head off on your next ride, by yourself, or with BBTA, you are making many statements. Should it be a BBTA ride, then we'll take some of the credit.

And if it is a BQ ride, such a Cycle Queensland, 9 days, 600km, a thousand riders – blows your mind away!

Quotable Quote..... **When I see an adult on a bike, I do not despair for the future of the human race...HG Wells**

President's Report

Stephen Jackson



When I came to BBTA I couldn't believe my luck. Here was an organization of adults, who thought like adults, and were

responsible like adults. Almost anarchic. People ran rides they wanted to, and people rode rides they wanted to.

You see, I had far too long in circuit racing (about as dangerous a sport as you can get), totally saturated with rules. And then I went to Scouting, where Baden Powell's basic rules are now almost totally submerged in today's rules. BBTA was like a breath of fresh air.

But now I'm President, and a few of the constraints, and a few of the problems, are becoming apparent to me. There's an old adage "*There are bold pilots, and there are old pilots, but there are no old, bold, pilots*"

The same can be said about drivers, hang gliders, and . . . cyclists.

Bold moves such as

- out-riding your lights at night
- running red lights and don't walk signs
- riding anti-clockwise at roundabouts
- riding in the traffic lane when there is a marked bike lane

are all contrary to the road rules, or good sense. We, as citizens, have to abide by the laws of the land. Failure to

do so upsets other citizens; can lead to fines; or death.

But there are probably enough members on the ride who can do CPR, and call an ambulance, and give statements to the police, so everything should be OK.

BBTA has very few rules, and if we can keep it that way it will remain the wonderful organization I have come to love. There are sufficient rules set by our legislators which should keep everyone alive and spinning, and rules set through the insurance brokers that put just a few limits on the types of rides we can have.

So long as we can remain an organization of adults, who think like adults, and are responsible like adults – bewdy, mate.

Rides Coordinator's Report

Frances Wellington



... on touring and other things

This newsletter has fabulous coverage of Terry's recent Nullabor tour, and the whole membership will be looking forward to his talk on the experience perhaps at the next Social Night. As well, Peter's Woodenbong weekend also makes interesting reading, with his encouragement to would-be tourers to give touring a go.

It is great to see new tourers arising from the ranks of the once-were day riders within the membership. We are a great touring association and I am keen to see a growing touring contingent arising from the membership. Yes, one day I will right there touring too!

The end of year Christmas Party and Awards will soon be on us. Included elsewhere in this edition are some details about the achievement awards scheme and a date claimer for the Christmas Party. We all look forward to another wonderful event this December.

..... just a reminder – ride leading members are encouraged to place their rides directly onto the on-line calendar in anticipation of printed version calendar closing dates (the night of the Socials), but of course, should you miss the deadline, feel free anyway to post rides to the on-line calendar where members can find your ride.

.... and yes, you have asked for this ever since Ian Board's 70 birthday ride.....

Anna's Carrot Cake

A fairly moist cake. Very easy, quick and delicious. Can be made in a food processor.

Grate one cup of **fresh carrot**.

200 g **crushed pineapple**, strained well to remove juice.

In a bowl mix 1 cup of **plain flour**, 1 teaspoon **baking powder**, 3/4 teaspoon **baking soda**, 1/2 teaspoon each of **salt** and **cinnamon**, and 3/4 cup **sugar**. Add 2 **eggs** and 5 tablespoons **oil**. Mix very well. Stir in the grated carrot, crushed pineapple and 1/4 cup chopped **walnuts**. Bake in a moderate oven 350°F (175°C) for 35 to 40 minutes and cool before adding topping.

To make the **cream cheese topping**, place in a bowl 3 tablespoons **butter**, 3 tablespoons **cream cheese**, 1/2 teaspoon **vanilla**, 250g **icing sugar** and beat very well. If too thick add a small amount of **milk** to give a smooth consistency. Spread over cake and sprinkle with leftover chopped **walnuts**.

Suitable for a 7 inch round tin, or a small loaf tin. For larger sizes increase the quantity accordingly and bake a little longer.

Frances

The BBTA Cycling Achievement Awards allow members to gain recognition for their cycling achievements in a non-competitive yet official way. Awards are obtained by completing a specified number of BBTA Achievement Rides over specified distances in a single calendar year.

Categories of Awards

Award	Task	You receive
Level 1	100km + 50km	Certificate
Level 2	160km + 100km + 50km	Certificate
Level 3	200km + 160km + 100km	Certificate
Level 4	200km + 160km + 100km + 80km	Certificate
Imperial Half-Century	80km	Certificate
Imperial Century	160km	Medallion

BBTA Achievement Rides are graded in terms of distance only. There is no requirement that the rides be of a certain degree of difficulty or that they be completed in a limited time, other than that each must be completed in a single day.

A rider may be awarded only one Achievement Certificate in any one year, but the award of a Certificate at a particular level does not preclude the award of a Certificate at the same level to the same rider in a subsequent year.

An Imperial Century Medallion may be awarded in addition to an Achievement Certificate. The award of a Medallion does not preclude the award of a Medallion to the same rider in a subsequent year.

What a rider must do

A rider who seeks the award of a BBTA Achievement Certificate or a BBTA Imperial Century Medallion must:

- Obtain and manage a brevet form (available in the February Cycling Times, at BBTA meetings, and link at bottom of this page).

- For each ride selected as a BBTA Achievement Ride:

1. Take the brevet form to the ride;
2. Inform the ride leader before the ride starts that the rider intends to record the ride as a (personal) BBTA Achievement Ride;
3. Ensure that the following information is recorded on the brevet form (a) the date, (b) the name of the BBTA Achievement Ride, and (c) the signature of the leader of that ride (or of another suitable person if the rider is the leader), certifying that the rider has completed the distance specified.
4. Submit the completed brevet form (showing the combination of BBTA Achievement Rides for which an award is sought) to the Rides Coordinator before the close of business on the last day of November in the year of the award.

The BBTA Christmas Party is On Again! A subcommittee is working hard already to make sure it a great event again. Last year's party was a great success with two rides to choose from, lots of good food, prizes, and awards to members for club achievements. The party is on 11 December 2005 - the same venue, similar format. Final details in the December/January Cycling Times, and the BBTA Website.....meanwhile, lock in the date!



**Bicycle
Queensland
Everyday Cycling
Every Day**

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 provides the following services to members:

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



It was really a surprise start to the trip at Kalgoorlie where we spent an interesting night in a deconsecrated bordello still furnished with the statues and elaborate pictures paying homage to the goddess of love.

Our next day was spent sightseeing around this beautiful historic yet still very active gold mining town. An old round corrugated iron shed that has been home to a two-up school for countless generations contrasted with a huge open cut hole that thwarts a gigantic dump truck to pin head size by the time it reaches the bottom. The flamboyance of the buildings in the main street belongs to the 1890's boom years when money was more plentiful than water.

Our bikes were still in their boxes when we arrived at Norseman, a two-hour bus trip south. It was quite obvious that the gold money didn't flow this far. There was reserved excitement as the bikes were assembled and loaded. How should all that stuff fit into the panniers! Incidentally the airline boxes are generously sized compared with bike shop boxes and well worth the \$16 cost.

With tyres pumped to 90 psi we headed east helped with a nice following breeze. The gentle undulations were contrary to the flat earth image of this road but it was a comfortable 110 k to our first stop at Fraser Range sheep station. The old stone house that had been converted to a large kitchen and dining area had a very welcome fire. The property managers and other campers joined in to make a pleasant old fashioned evening.

The wind was again kind for the second days' 85 k to Balladonia where the

camp was dry and dusty but the restaurant lamb was so sweet and tender that for a while we forgot the task of doing 180 k next day.

A 5.30 am start was in near pitch dark aiming for a 40 k leg to a breakfast stop. The road was very quiet and had flattened by this stage and it was wonderful to confidently ride even without headlight in the crisp morning air with only the faint white line as a guide until a red glow ever so gradually put form into the blackness. It was one of these magic moments of cycling. Appropriately we stopped for breakfast under the sign at the start of the longest straight road in Australia (146.6 k).



By this stage the wind was starting to freshen perfectly from the west and we had worked out that 30 k stages between short rest stops, was ideal for regrouping. After another two stages we stopped for an early lunch with more than half the distance covered, that's how touring cyclists like it. The wind had strengthened to a steady 20 kph still from the west, which made lunch quite uncomfortable with nowhere to hide, but nobody complained. Before sundown every body had arrived in Caiguna for another dry dusty camp. Only I walked in a bit late due to a split rim 2.5 k before the end. The big day had taken its toll.

But the timing was perfect, Anita who had problems with a swollen achilles tendon and my broken rim, Anita & my bike hitched a ride next day with John, a kind Kenworth truck driver three cycling days ahead to Eucla, to rest her leg and wait for the new wheel ordered from Perth. The rest of us had a late start and an easy ride 66 k to Cocklebiddy, a curious sounding place but in fact, a harsh stony ridge. We

were seeing interesting animals and birds, Lindsay, our bird expert had identified a number of birds found in this desert region, like the little Richards Pipit, vividly coloured Mulga



Parrot and Port Lincoln Ringneck. The abundant road kill has made the road a paradise for the carnivorous birds and the grand Wedge Tail Eagles were not at all bike shy showing all their majesty at close quarters. Dingoes and shingleback lizards were happy to share the road too.

It wasn't hard to leave Cocklebiddy early for a perfect day's cycling (91 k) to a surprise panoramic view over a prehistoric basin that was once the seabed still containing layers of shells and fossilized sea creatures. We would be travelling over this basin floor for the next two days. It was a quick coast down the escarpment to camp among the trees and a very homely restaurant at Madura.

Day 6, (116 k) and day 7, (66 k), were pleasant cycling except for the payback of having to reascend the escarpment to the small settlement of Eucla where Terry had wisely declared a rest day.



With the option of luxury motel units and a city standard restaurant it was easy to insulate ourselves from the harshness of the last week. No cycling was allowed so we walked down

through Sahara like sand hills to the old telegraph station buildings. These 1890's sandstone ruins once joined Australia north through the desert and Asia to mother England. The messages that passed through these brick ruins would be an account of the joy and struggles of colonial Australia lost forever. To keep Western Australia free of the sparrow plague bird traps have been set here to monitor their progress. A very nice nurse and visiting doctor attended to various saddle sores, while my bike wheel was fitted so by day nine we were all back on our bikes completely refreshed for a spectacular ride along the rugged cliff edge. We visited several lookouts with stunning views over the cliff face and the ocean eating at it with unstoppable force.



Paul saw whales with their new born calves playing close to the cliff side next morning. The night camp at one of the lookouts (98 k) was very exposed and the relentless westerlies underlined the harshness of this part of the world, but it brought us close together for a memorable campfire party without a campfire.

The 110 k to Nullabor roadhouse was another good riding day with the usual welcome stops at 30 k, where we discussed the ever changing array of birds with Lindsay. Nullabor roadhouse was unique, offering air tours over the whale breeding grounds and an interesting overview of the shifting sands and abandoned homesteads. Two wild Dingoes have made the roadhouse an occasional home but retained their natural timidity.

Day 11 was quite undulating and with a drop in the wind, the 108 k to Yalata got a lot more demanding. The country was still very dry but by the end of the

day we had left the official Nullabor plain and the country became more heavily wooded. This area is an Aboriginal reserve and the roadhouse is selling their artwork in the dining room. We enjoyed the basic but very comfortable campground and the restaurant meal among the artifacts was very entertaining with incredible stories by the manager Stewie and his crew. It was a shock next day to mount a hill and suddenly confront broad acre wheat cultivation, something Southern Australia has mastered on this very marginal country. A detour from the main road brought us across salt flats to the charming little holiday village of Fowlers Bay (81 k). The euphoria of seeing soft green lawn at the campsite set the mood for a convivial BBQ in this completely relaxed atmosphere. The overnight rain was perfectly planned, the BBQ place was sheltered and in the morning the sun came out to dry our tents.

Back through another gravel road to the main road and along this barren agricultural country brought us to Penong (74 k). The office of the caravan park was located in the old hospital a bit outside of town in the back streets past untidy truck-related businesses and strange historic architecture. We gladly accepted the offer to stay in the refurbished port masters house and most of us spent the evening in what must be one of the friendliest pubs on the trip.

As with the day before the wind had swung more to the east making riding a lot more demanding and instead of being spread out we maintained a close peloton and arrived early in Ceduna (70 k), the first real civilization and first bakery for two weeks.



The plan was to repack our bikes here in our boxes that were supposed to be transported from Norseman but hadn't arrived. Fortunately, as it turned out, the bus driver was gracious enough to transport our naked bikes so we could use them again in Adelaide. It was a long overnight ride, as the bus visits every little town on the way to pickup & deliver mail. Very tired at 6 am in Adelaide we cycled to the City Centre and found after a big search, the one and only early open coffee shop for breakfast. Then we headed to West Beach Caravan Park, a few k from town center. It is quite efficient with very comfortable beach side cabins where we relaxed before a very friendly final opulent seafood party in a restaurant in Glenelg, a short walk along the beach.

It was a very mixed bunch of seven that started the 1300 k trip. Paul on his aerodynamic recumbent headed of and arrived early at every stop and was a master of comfortable cycle camping. Lindsay kept us focused on the environment and was self-appointed provider of evening drinks. Cheryl, the iron lady, started early every day with her bob trailer and enjoyed going at her own pace, always arriving at the regrouping stops in time to boil the billy and join in, before breaking camp early. Judith, the youngest of the group, usually encouraged the conventional bikes with strong riding at the front and was conscripted to rank of Chancellor of the Exchequer, a hard job negotiating accommodation and food for such a varied group. Anita and I, not being dedicated cyclists usually arrived in camp to see most tents erected and the others well into their second drink. Terry our leader had done remarkable research and planning that made the trip flow with apparent ease. His paperwork and graphics beforehand led us excitedly into a well organized experience.

Thinking back, it is strange how the Nullabor road is all the same but forever changing and never boring. It is also remarkable how we started with the blessings of Venus but during the fortnight our reverence swung ever so gradually to Bacchus.

Woodenbong Weekend 20-21 Aug. 2005

What makes a 'classic' weekend tour different than others? That is a difficult question to answer, but if a weekend of interesting cycling on quiet country roads is your go, than the trip to Woodenbong is worth a try. Where? Woodenbong is located about 85km east of Warwick. From Brisbane you can get there by travelling south through Rathdowney or more usually follow the tourist route to Queen Mary Falls near Killarney and pop down the road east a bit.



The very simple to follow route (great for leaders) for the ride takes riders from Killarney through Legume, then on to Urbenville before getting to Woodenbong, a distance of 65km. On Sunday the ride heads back to Killarney via Legume, a total of about 55km, with a small stretch repeated.



The BBTA has been running the Woodenbong weekend tour for quite a number of years and it has been a popularly supported ride, even in the heat of November, so it was no different this year with 19 riders enjoying the country atmosphere.

One thing that does make a 'classic' ride is the challenge, and in this particular case plenty of rolling hills.



No mountains, but two solid climbs – on Saturday 359 metres of ascent over 6.8km at 5.3% and on Sunday 223 metres of ascent over 3.9km at 5.7% (these details were supplied by our honourable vice-president, Bernie). Not quite Tour de France Hors category, but challenging enough with loaded bikes. This year the challenge of the tour was somewhat lessened by the timing, with August being a wonderful time to stage the ride. Although we had strong westerlies on Saturday they were to our advantage (most of the time), and Sunday was calm with magnificent weather the order of the day.

Another gauge of a 'classic' ride is the fun factor. This is of course extremely subjective, but each year different things crop up to make the ride a fun event.



This year the games of pool at the pub had to be seen to be believed, with weekend riders Peter and Suzanne getting right into the swing of things, Mark and Jenni showing real style, Alister and Robert displaying a touch of class and Peter B and Gav making a comeback or two to add some competition to proceedings!

What made this year's ride really special was our specially prepared feast on Saturday night.



Terry was unable to do the full weekend so he and Gael stayed in Woodenbong Friday night, did a loop on Saturday from Woodenbong that caught the group, then whipped up a wonderful corned silverside with white sauce and vegetables for the entire group.



It really demonstrated what touring is about – the camaraderie, the fun, the friendship and of course, the eating and drinking!

Want to give it a try but worried about camping? Some stayed in the local hotel while most camped this year, but in other years the hotel has been a popular stayover making the ride a flexible one organisationally and a proposition for most members who would like to tour. Think about it for 2006. It's a classic.



Touring ...

During the course of a year the BBTA holds many multi-day and multi-week tours.

Tours are graded on the same difficulty rating as the day rides, but they also may include a distance tally, this is usually represented on a per day basis. Longer tours generally seem to go into far more detail than we can print on the rides calendar so again, check with the ride leader for cue sheets or any other details.

Also very popular are the 'big rides' held by BQ and other state cycling organizations. These offer the easiest introduction to bicycle touring possible. Such tours generally take about 9 or so days and tend to be 500 or 600 kilometres in distance. Usually with one 100k day, so every participant can claim to have done a metric century! The well planned ones have a rest day after the 100k day too. Generally your luggage is carried by the organizers, so you only have to carry what you will need during the day, no need to carry that cumbersome tent or all your clothes. They just go on the back of the truck and you pick them up at the end of the day. Toilet and shower facilities are provided, all the meals are prepared and cooked for you, all you have to do is ride your bike and enjoy cycling with hundreds of other people. If you're interested in participating in this kind of event, get in contact with your state cycling organization such as Bicycle Queensland or Bicycle Victoria.

Touring is one of the most pleasurable experiences you can have on a bike. Some people sleep better at night, lulled to sleep by the peaceful sounds of the night, and awoken early in the morning

by the chirping of birds and the sun creeping over the horizon. People often marvel in confusion about the 'heavy' panniers you are carrying but riders often say the bike feels better with the panniers on, more stable, more 'laid back'. It's a time spent with simple things. You turn the pedals, the wheels turn around, the distances creep by, but you barely notice how far you've gone because you can see, hear and smell everything. Touring is not about the speed you can go from point A to tourist lookout B, it also includes the journey in-between.

There are a few different types of touring, each really has their own way of doing things, but I will outline the basic types for you. The first type is what is generally referred to as 'Credit Card Touring'. You carry very little, basic tools, and a few changes of clothes and some emergency food supplies. You plan the trip around staying in a Bed and Breakfast or motel/friends house/etc at night. You buy your nights food, pay for the lodgings and maybe lunch for the next day. Then put on a change of clothes and do it again the next day. It's the simplest way of touring, probably the most expensive and relies on being able to find a place to stay at night.

The second type is what most hard-core bicycle tourers do. They're completely self sufficient. All four panniers loaded up, change of clothes, pots, pans, food, water, tools, tents, sleeping bags, all loaded on a bike that has probably seen thousands of touring miles. These are the people that might camp along the side of the road, in a park somewhere, or even sometimes in a caravan park. They're quite happy to ride all day, stop where they want, cook some food that was stored in their bags

and sleep away the night camped beside some placid lake staring at the stars. Sounds good? Well it is, and you'll find many people willing to tell you all about it.

The third kind of touring is what people might consider being a trip away to go fishing or something, but taking their bike along instead of a car. It's the tour you do without thinking it's a tour. Trip to a friends place in the next town over, well hop on the bike, take some lunch, and just ride around until you get there. It's easy, its fun, and you probably do it more than you might realize.

Cycle touring is a great leveller. You'll find people who like to tour from the moment they leave the door, fully packed and ready to go. For them the tour doesn't end until the ride back to the same door they started at. Others like to travel by car until they get to a 'pretty' destination and then travel around on bike from there. You'll find people from all walks of life, people of all ages. Singles, couples, even whole families out touring around. You might also see the occasional recumbent bike tourer, folding bikes are popular as well, and gaining in popularity is off road touring with mountain bikes. There is no 'one' way of bicycle touring.

Our club offers rides to suit nearly all of these different kinds of touring. You just need to check the calendars to see what's coming up, and of course get in contact with the tour leader when you find a tour you like. They can tell you all the details you'll need to know.

(source:
<http://www.bbta.org/tours.php>)

Upcoming BBTA Tours..... Weekend Tours

(1) BBTA Queen Mary Falls Week-end November 5-6th. Contact: Terry) 0421 644 009 - 3846 7758,
(2) Evans Head. 19 November 2005 Contact James Trimmer 3357 7569 imjimtrim@hotmail.com

Ride Report... 70 Km for 70 Years Bike Ride

Ian Board



70 Km for 70 Years Ride

Back in July 2005, I led 16 of the faithful on a brisk jaunt to fair Scarborough as a birthday celebration ride – even if it was two days late. The ride departed from Toombul

Shoppingtown at about 3.15pm so that we could (hopefully) reach our destination to see the sun go down over Deception Bay – and we made it. As the sun set slowly in the West, we switched on our lights and headed for “Spuds on Parade” at Redcliffe where a good nosh was had by all. Fran brought along a delicious carrot cake for desert and it was duly sliced up and fed to the masses. The cake was so well received that Fran may include the much sought after recipe in the newsletter. This is the cake you can

feel proud of every time you make it.

I wonder if I'll have an 80Km for 80Nah!



Cycling of Yesteryear.....

Elizabeth Catchpole

(Elizabeth Catchpole has sent some interesting information about cycling of yesteryear, which she has onforwarded to us courtesy of a colleague of hers, Brett Richardson. Thankyou to you both.)

A German army bike lived in Brisbane at Tom Wallace cycles .When Tom died '82 (I think) Tom's Daughter Valda took the bike home to as a memory of her fathers interest in bikes. There is also a 'Rudge ' Penny farthing that belonged to Tom that still lives in the bike shop as part of the lease agreement for the building that houses 'Tom Wallace cycles' of which Valda inherited from her father and still remains the owner. There is also a Trophy for a bicycle race in the 1880's that Valda must still have somewhere.

The German Army bike was recently sold to Paul Farren in Melbourne. I had made Paul aware of the bikes existence several years ago .Paul had made several approaches to Valda over the years to purchase the bike. Valda's husband had had enough of shifting it around in the shed so they finally relented and parted with the machine. It is now part of Paul's historic bicycle collection in Melbourne.

I recently attended an historic bike ride organised by Paul to celebrate the 125th anniversary of the exhibition building in Melbourne. I have attached some pictures of the day.



All the bikes in the photo's are part of Paul's collection. The tandem I was riding with Cherry is a 1880's solid tyre tandem.It is steered by the rider on the back as it was not acceptable for a woman to sit behind the gentleman. Back when gentleman were gentleman

and a lady was a lady. This tandem is the only tandem of it's type in ridable condition in the world.



Safer Cycling..... Personal security -

Strategies to make you and your route safer.

Yourself -- Trust your judgement. If you pick up a bad feeling from a person, a path or other situation, trust your instincts and act on them. Get away from the person (politely but firmly), take a different path, avoid the situation.

Look confident. Don't look like an easy victim. Put out an air of confidence, even if it is a bluff. Attackers target vulnerable people so the more confident you look the less likely you are to be attacked. Be aware of your surroundings. Be aware of possible danger so you can cycle away before it is directed at you. Do this without looking round too often and therefore seeming paranoid.

Consider carrying a mobile phone.

Code emergency numbers on the speed-dial. Take a self defence course. A good self defence course will teach you confidence and awareness as well as physical defense skills.

Weapons. It is illegal to carry anything that can be described an offensive weapon. This includes pepper sprays, mace, spray dyes, a sharpened comb or a knife carried in self defence.

Your route -- Choose routes where you won't be alone. If possible cycle with friends, especially at night. Choose paths that have other users, that are well lit and go near houses or other places that provide natural surveillance. At night it may be safer to cycle on roads. Roads provide surveillance from passing traffic that is often absent on quieter bike paths. Get to know your route. Be aware of

possible dangers such as areas that are unlit at night, thick shrubbery or blind alleys. Work out possible escape routes. If the route makes you feel uncomfortable, search for a different route.

Get to know strategic people along your cycling route. People such as staff in shops and security officers will help if you can get to them in an emergency. Just reaching a friendly person will often make you safe from a potentially dangerous situation.

Take care where you park your bike. Park close to your destination and somewhere you will be safe while you lock and unlock your bike. A site that is busy or that can be seen from occupied buildings will often provide the necessary personal security for you and for the bike while it is unattended.

Safer CyclingRiding in a bicycle lane on a road (s247)

a.. You should always use a bike lane where provided, unless it is impracticable to do so, and travel in the bicycle lane that is next to traffic travelling in the same direction (ie don't travel against the general traffic flow).

Riding in special purpose lanes (s153, s154, s155, s156) a.. You can ride in bicycle, tram, bus and transit lanes.

A new relationship for the iceman

Andy McCann

Fellow members of Brisbane Bakery Touring Association, I have great pleasure to announce that the Iceman is at last in love and wishes to share his elation with all of his close friends. Now, as you may be aware, the Iceman has been celibate and suffering a drought in excess of 20 years for one who has the need to find the ultimate pleasure of a satisfactory union. *Gimme a break So what do you think I'm talking about? shame on you.* Still, what I am feeling is nearly as good.

My new lover is supportive and responsive, has a fabulous heritage and is exceptionally good looking fast and slim. She is very flexible and her changes are without complaint. Her livery is silver blonde and generally comes dressed in blue trim. If you were to stand on, and observe at any of the roads that support the Tour De

France, you will spot her up front, standing out from the bunch. Naturally in France such unique specimens appear in a somewhat upgraded and highly supported version rarely to be found here, but I will defy you to remain unmoved as she flashes by your eyes.

I have cast caution to the wind, spent heaps on her accessories as most girls require and I must tell you it is, and has been all worthwhile. She sleeps inside and somewhat closer than previous beauties, although a final nightly tuck-in is a tad more difficult. I cannot describe the feeling, how her soft patent leathers caress my ok, ok, so I am not saddle-sore any longer and my wrists no longer ache. *Gosh you lot have wicked minds.*

Now it would be remiss of me to dismiss my old partner as worthless

and I am planning to revive Mi Yata and train her in a specific field of endeavor, having started on the Cooloola Coast run and refine the running rear and loading to cope with the demands of Peter B's Fossickers adventure. She remains a bit 'bi' and her sturdy members are like a lead weight but I don't mind any of that so much because she has been very loyal and reliable and with her new refinements she should stay that way.

But OH the elation of my new girls' responses to my demands ... and she continues to cry out for more **she is the Ultegra of my Treking dreams.....** Only time will show if I can handle the pace. My great thanks to the matchmakers at BBTA and Yellowjersey. Thank you Tadita Trek I love you.

The Iceman. XXX

The legal lighting requirements for bicycles under the Transport Operations (Road Use Management – Road Rules) Regulation 1999, is covered under Section –

Riding at night

The rider of a bicycle or powered wheeled recreational device must not ride at night, or in hazardous weather conditions causing reduced visibility, unless the bicycle or device, or the rider, displays –

- a flashing or steady white light that is clearly visible for at least 200m from the front of the bicycle or device; and
- a flashing or steady red light that is clearly visible for at least 200m from the front of the bicycle or device; and
- a red reflector that is clearly visible for at least 50m from the rear of the bicycle or device when light is projected onto it by a vehicle’s headlight on low beam

Logical lights

The above might be the legal requirements, but what if you are out riding and the white and/or red light fail? Makes a lot of sense to have redundancy, and a second (or third) white/red light tucked away in your bike gear.

And it is good that cars can see you, but can you see a parked car, a fallen log, with a flashing or steady white light that is clearly visible for at least 200m from the front of the bicycle?

Story 1

“You’ll ruin your eyesight, reading in that dim light”, my parents said to me when I

was 10 or so. And now, 50 years later, I realise they were right. I must have ruined my eyes, because I don’t see well at night.

Story 2

A man at 70 sees as well at night as a man of 20 wearing welder’s goggles.

Another way of putting it is that visual acuity peaks at around age 15, and goes downhill from there. At age 80, you have something like 33% of the visual acuity you had at 15. For a lot of us, that means we have 50% or less.

So is it any wonder we need good lights? Unless one of us is bucking the trend, a lot of the lights in use merely guide us to our next accident. Eventually.

The quantity of light on the road in one thing, how far ahead your the pool of light shines has to be thought about.

How fast do you react? Studies have shown that reaction time can be from 1.5 seconds to 3 seconds. If it is something you are expecting, like a traffic light changing from green to amber to red, then the reaction time is shorter. If it is something unexpected, like a whale lying on the road, the reaction time is long, while the mind computes what the eye sees.

So let us take 2 seconds as the reaction time. Once you have reacted, and the mind says something like “Brake as hard as you can, you dope!”, you then apply the brakes, and you enter the braking time segment.

Stopping time = Reaction time plus braking time, or Stopping distance = Reaction distance plus braking distance

Now a bike travelling at 25kmh⁻¹ covers seven metres every second, so 2 seconds reaction time lets you cruise on for 14 metres before the hand moves to the brake

lever.

On a fine sunny day, with a dry clean concrete bikeway under me, I can stop in 5 metres, 25kmh⁻¹ to zero. Unclipping from the pedals is interesting! What is your stopping distance?

So if I was riding at night, with 100% attention on the road in front, my lights would need to go at least 20 (14+5) metres ahead of me if I was to stand a chance of not crashing into anything. If I can’t see as far as that, then my impact speed is still reduced, so I don’t hit as hard. One must be grateful for small mercies!

We now know the law says you have to show a white light to the front, it does not say how effective the light has to be. We ride at night, some of us ride hard. Those with pool of light 2 metres in front of the bike are prime candidates for running into roadside furniture.

So that time I whizzed down from Nudgee College, at night, on a damp road, reaching 50kmh⁻¹, I was probably very, very lucky

Have a serious thought about your lights, and talk with members who have what look like decent lights hanging off the front of their bikes. Ride with some of them at night, and make your own mind up.

Some of us have spent considerable dollars buying what have turned out to be unsuitable lights. We don’t want the same to happen to you.

Be warned, there can be an unending debate over a hot spot on the road, against a more general pool, lead acid v NiCad rechargeable, bike mounted v helmet mounted. The debate can go for hours. It is up to you to find the light that suits your riding style and your pocket.

Salvo Ride 27 November 2005

Stephen Jackson

The Salvo Ride (27 November 2005) is an opportunity for bike riders to give a little to those who couldn’t afford the bikes we ride, who can’t afford a Christmas dinner. You may recall we ran the inaugural ride on 28 November last year, and about 30 riders arrived at King George Square. Which was packed with a Sunday Market!

This year we are going where there is more space, and there is more space on the Caxton Street forecourt of Suncorp Stadium. Lots of space! We’ll arrive 9:30-ish, bringing tins and packets of Christmas tucker, stuffed in jersey pockets and panniers, for the Salvos Christmas hampers. There’ll be several start locations, at present Sandgate (Torben Anderson), Thornlands (Peter Pleasants) and Fig Tree Pocket (Stephen Jackson). Riders can start from those points, and after talking with the Ride Leader, at points along the way. Give them a call. So we need YOU to make a note in your diary, collect some Christmassy food you can carry on your bike, and get riding on 27 November. If we all arrive from 9:30 to 9:45, it should be impressive, and will make a statement about bike riders! The Salvo van will be gone by 10am The Ride Leaders are: Torben Anderson (3261 3501), Peter Pleasants (32075672), Stephen Jackson (0438 943 813) Any questions, call me on 0438 943 813 or stephen.jackson@qld.gov.au

In this edition of *Cycling Times* we meet Kate Gubesch. You remember Kate..... from the fabulously entertaining social night talk she gave on her overseas tour last year. It's been some time since I caught up with Kate, but I took the opportunity to ask her to join in the "profiles page", I posed her a few questions and finally I have had a chance to print what she had to say (thanks for waiting Kate):



1. What is your favourite bike, and why?

My Cannondale Tourer because it takes me everywhere in the world I want to go.

2. Favourite gadgets and accessories on your bike?

My favourite is my honka horn which is in the shape of a budgie, it is a real conversation starter.

3. Your favourite ride?

I really love cycling places I have never been before and I enjoy cycling around the Glass House Mountains, it is close by to home and we have lots of different circuits to choose from.

4. Your worst cycling experience?

Getting severe cramps near the top of O'Reilly's - falling off my beloved bike, rolling around in the dust and leaves and having involuntary leg movements until someone came to my rescue.

5. Right or left foot down at traffic lights?

I mainly use my right foot, but if there is a nice kerb to rest my left foot against at traffic lights then I will use

my left instead.

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

I drink mainly water and usually only eat on breaks but will have the occasional banana. On a break I love a nice apple slice or scrambled eggs for a larger meal and a drink of milk.

7. Your favourite rest stop?

Anywhere when I am ready for a break but I do have an attachment to the Fairfield Bakery.

8. Any cycling goals for this year?

I hope to follow the itinerary I have put together for our Europe trip. It might be a bit ambitious, although I have factored in plenty of rest days to sightsee.

9. Where do you have your bike serviced?

All over the place. We hear different things about different shops and give everyone a go.

10. What do you enjoy about the BBTA?

What I like most about the BBTA is that all members are like minded, with cycling being our interest. It is very easy to get to meet new people in the club, all you have to do is chat about the size of their sprockets.



Thanks Kate!

*In the next edition of *Cycling Times* we will meet Bernie Woodhouse.*

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

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

Contacting the Brisbane Bicycle Touring Association

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

Position	Current holder	Email address
President	Stephen Jackson	president@bbta.org
Vice President	Bernie Woodhouse	vice_president@bbta.org
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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: 14 November 2005.

How to pay your membership:

The fees are the same as last year—\$30 for individual membership and \$40 for family membership (please list all members for our records). Fees cover the period 1 April 2005 to 31 March 2006. New members joining after 30 September pay half the amount shown above for the period up to the next 31 March.

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

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

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

Closing lines

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

IDEAS AND RIDES WANTED - Bring your ideas for long tours, weekend tours and day rides for the Dec - Jan rides calendar to the next Rides Planning Night to be held on the 10th October at the Brisbane West Senior Citizens Hall, 132 Latrobe Terrace, Paddington. You can discuss your ideas for rides, or seek advice and guidance from the Rides Coordinator and experienced ride leaders. Everyone is welcome and there is no pressure to lead a ride for those who come along to see how the club works

Social Night 14 Nov 2005. -- Early planning ---- We will have a visit from Liz Broad, a qualified nutritionist, who will talk about how and what we should eat and drink before, during and after rides. Also, we may have a Power Point presentation from the Nullarbor riders on their ride, which should be fabulous. And perhaps more..... stay tuned.

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

FOR SALE : Giant Farrago Comfort Bike, '02 model, medium frame, 24 gears (Shimano Alivio). New tyres. Suspension front forks and seat post. Front and rear rack mounting points. VGC \$250. Phone Peter Adam 3207 2630

THANK YOU - my appreciation goes to all who have contributed to this edition of Cycling Times