

Sunshine Coast Bicycle Touring Club Inc Newsletter



John and Edith visit the Wangaratta Rail Trail



Autumn 2010

The Sunshine Coast Bicycle Touring Club Inc.

Management Committee

President	Rob Coles	5445 2400
Vice President	Andrea Davies	5478 3371
Secretary	Tom Shapiro	5443 1258
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Ride Co-ordinator	Rob Coles	5445 2400
MTB Co-ordinator	Damien Jones	5442 8813

Ride Representatives

20km	Lorraine Stocker, Robyn Vardy
30km	David Robertson, Nana Ollerenshaw, Gillian Meyers
35km	Michael Jacobson, Anne Jacobson, Dick McFarlane, Ross Sheppard
40km	Rob Mabin, Steve Gaeth, John Pearson
Sunday	Noel Green, Andrea Davies

Contacts:

Mail	P O Box 5313, Maroochydore South Q 4558
Email	info@scbtc.org.au
Web	www.scbtc.org.au

Club Guidelines

Safety on rides

1. Select a ride that suits your ability
2. Comply with road rules and be courteous to other road users.
3. Bring pump, spare tube, tyre levers, tools, water, first-aid kit, mobile phone.
4. Children under 17 should be accompanied by an adult.
5. If wet weather, contact ride leader for update.

Membership

1. Non-members are welcome to attend two rides before joining.
2. Membership application forms are available from the web-site, or from a committee member.
3. Annual membership is \$24 and \$12 for each additional family member, plus an initial joining fee of \$15 each.
4. Bicycle Queensland membership is highly recommended and has many benefits, including personal insurance.



PRESIDENT'S REPORT

A warm welcome to new members joining in November and December - Chris Lloyd, Lisa Weston-Webb, Simon Govey, Michael Fullelove, Chris Klar, Anna Klar, Maureen McLaughlin, Darryl Dimmick, Monika Dimmick, Babette Urban, Sandi Willitt, Steve Willitt, Peter Mendham. I hope that you will enjoy riding with us.

Autumn rides depart at 7am, unless specified otherwise. The ride leader's briefing usually starts 10 minutes before the designated departure time. Please ensure that you, and your bike, are ready by the 10 minute mark, so as not to inconvenience others.

Some of the Saturday rides are attracting large numbers of riders, which requires effective management. Would riders please assist and support Saturday ride leaders as much as possible - anarchy is for other days..... Ride Leaders need to ensure that anyone signing on for a ride is choosing a ride that suits their ability - for the benefit of all. Ride Leaders - please refer to "members area" of www.scbtc.org.au for latest info on ride sheet & ride leader guidelines.

Our Xmas Party, on 12th December was a great success. Thanks to Andrea & Edith for their organising efforts.

Some members have commented about the amount of broken glass on bike paths. John Stephen is working toward having bike paths swept more frequently - and many other cycling issues... Andrea Davies has offered to represent our club on the Sunshine Coast Cycling Reference Group. Thanks John & Andrea.

The ride lists are now at www.scbtc.org.au - refer home page heading. John Pearson has put much work into documenting ride routes on www.bikely.com. Either follow the link from the ride list, or copy the link into Explorer address bar. Else, put SCBTC into search box at bikely, and browse. This work will be of long-term benefit to our club - many thanks John.

Peter Duffy has offered to construct and maintain a list of coffee shops - thanks Peter. This list will be at www.scbtc.org.au, to assist ride leaders (and coffee addicts). Please send any available coffee shop info to info@scbtc.org.au

It would assist the club if, each time you visit a bike shop, you checked their stock of club ride calendars, and advised the committee of any need for replenishment.

Club member discounts - just show your SCBTC name badge:

- Spin City Cycles, 122 Brisbane Rd, Mooloolaba - bikes, accessories
- Mooloolaba Beach Pharmacy, 77 The Esplanade - endura products

Please advise names of other businesses that offer discounts to club members.

Thank you to those who contributed articles for this newsletter and to those who were willing to lead rides in the next calendar. Also, to Andrea, Tom, and Ride Reps, for putting it all together.

All members are encouraged to submit articles for the next newsletter, and rides for the next calendar - by 31st April 2010. Email to info@scbtc.org.au, or post to Box 5313 Maroochydore South 4558.

Membership renewals were due by 31st December 2009. If you wish to participate in future club events, then please pay your 2010 fees asap. Unfinancial members are not covered by club insurance....

Internet and email are the easiest ways to keep you informed - refer www.scbtc.org.au. Those who do not use email might like to keep in contact with someone who does. If your email address changes, please advise info@scbtc.org.au

Enjoy the ride

Rob

A Tale of Three Gravels

Friday before the ride: Still can't get hold of the coffee shop to confirm they will be open for Saturday's 40km ride. Drive to Eudlo after work but no opening time on the door. Hope for the best and work out a Plan B just in case.

Saturday morning dawns: Gather at the new start point at Chancellor College. At the last minute decide to lead the group through the University as an interesting variation. This is a regular route as we live nearby but not a good idea. Turns out the Uni has started to build a new car park right across the path. No way around, so have to walk through a patch of gravel. Not a good start!

Good ride to Forest Glen, along the Highway, past the Big Pineapple for a regroup at the Duckpond at Palmwoods. Lose Tom and John on the way to Eudlo. Tom has a major issue with his chain, calls for a pickup and retires early. Now that doesn't happen very often! The rest of us arrive in Eudlo to find the coffee shop open but not for business. Time for Plan B!

Plan B involves diverting to Forest Glen for coffee at the always reliable Bakery. After a bit of discussion we change to Plan C which apparently only involves 500m of very smooth gravel and avoids the climb up Ilkley Rd (which might have been my subconscious motivation).

Second not so good idea and second stretch of gravel. 500m turns out to be a fair bit longer and leaves Leeane with a puncture. What a relief when we reach the seal again. Doesn't last as we hit a third bit of gravel and of course another puncture!

From here it's all plain sailing. Coffee at Forest Glen and a fast ride back to Chancellor Park (except for the truck that tried to run Leeane off the road which she seemed to take personally?).

I enjoyed leading the ride but what lessons did I learn?

Don't trust even the routes you know – roadworks can appear anywhere at any time!

Hinterland coffee shops seem to exist for their lifestyle not yours – don't expect them to be open early.

Have a Plan B or even a Plan C – but check them out on the ground, and

Road bikes and gravel really don't mix!

Enjoy the ride,

Peter D



A sample of King Island gravel for comparison purposes.

MEMBERSHIP RENEWALS WERE DUE BY 31st December 2009.

- ✓ Cash in named envelope, to a committee member
- ✓ Post cheque, to Sunshine Coast Bicycle Touring Club PO Box 5313 Maroochydore South Q 4558.
- ✓ Direct deposit, to Sunshine Coast Bicycle Touring Club, Bank of Queensland - BSB 124001 Acc. 10345377.
- ✓ Please put your surname as reference for internet deposits.

Please assist Treasurer John by renewing asap.



The Ride Leader

More rides have evolved over the last few seasons. We now run four rides on Saturdays and at least two on Sundays. One of the Sunday rides is planned to be “not too steep”, and “not too long”. So members who started with the Club on the slower Saturday rides, can progress to the more strenuous rides without necessarily killing themselves.

We now find that the 40km Saturday ride, and the easier Sunday ride caters to members who have very different abilities; some want an average on the flat of 25kph, for others 35kph is too slow! For these two rides in particular, the tricky job of keeping everybody happy, and not discouraging the slower riders, falls on the broad shoulders of the Ride Leader.

It is not in anyone’s interest to enforce a maximum speed, or to otherwise hobble riders. We are all out to enjoy our ride and have fun. So the Ride Leader needs to ensure that:

- A competent Tail End is chosen, who will remain at the tail, assist and stay with anyone having a problem. Perhaps also encourage those struggling a bit.
- Sufficient regroup stops (every 10km) to ensure everyone stays together. Wait for the TC to catch breath, then clearly announce where the next stop will be before taking off each time.
- If a slower group tends to lag behind, the leader should stay with them and not get ahead and far out of sight.
- If a speedy group do want to go ahead without waiting, that’s fine. Arrange to meet at the coffee shop or whatever.

This is quite a tall order for the Ride Leader, particularly those less experienced. I encourage other experienced members to offer help, or tactful advice, and ensure Club rides are stress free and fun for us all.

Finally, it is up to the individual to determine if he or she is capable of attempting a ride. As stated on the calendar – If you are unsure of your ability to keep up on a proposed ride, please call the relevant ride leader.



MIDDLEMARCH TO CLYDE - WHAT A RIDE!

Rob Mabin phoned me with an offer to join a group planning to ride the Central Otago Rail Trail in the South Island of New Zealand. My reaction was “The South Island is full of mountains - big mountains” but I was reassured when he told me it followed a disused steam train line and they could not cope with grades of greater than one in fifty.



So armed with very cheap Virgin Pacific tickets direct Brisbane to Dunedin Rob, his wife Sue, and I left home on 5th November. After a pleasant flight of about 3½ hours over the Tasman and spectacular snow covered mountains we arrived in Dunedin. A minibus took us with another of our party to our pre-booked motel where we met up with the remainder of the party of nine.

The group leader, Kevin, had rented a car and we set off in two groups to

a very fine Lebanese restaurant for dinner followed by an early night. Kev took the bags to the Dunedin Station in the morning and we walked the few kms. to the station. The tourist train to Middlemarch on the Taieri Gorge Railway departed from the spectacular Edwardian station at 9.30. After the suburbs of Dunedin, the train climbed up to Middlemarch via some wonderful scenery, steep gorges, snow capped ranges, viaducts and tunnels (and lots of sheep). The train was equipped with a cafeteria and we were well informed by a very fine commentary broadcast throughout the train.

At Middlemarch there was a sausage sizzle on the platform which was very welcome after the “arduous” trip; we collected bags and wandered over the street to the “Cycle Surgery”, the bike hire establishment where we collected our pre-booked bikes. The Mountain Bikes were perfect for what we were doing, wide, treaded tyres and panniers for carrying sustenance, extra apparel etc. Conditions were cool with a Westerly wind which we grew to dislike intensely as it was in our faces all the way to a greater or lesser extent.

A very pleasant ride followed, mostly up gentle grades covering about 37km to Hyde. Everything is well signed with information for cyclists and walkers including a memorial to 41 people who lost their lives in a derailment in the late 1940’s. We were pleasantly surprised a km. or so after Hyde Station to arrive at our splendid farm-stay at Emerald Hills. A well set up kitchen had everything we needed for breakfast. After a visit from the owner, David and his wife, and learning about sheep farming in NZ over a few drinks, we were treated to a very fine dinner with accompanying wines selected from David’s stock for a modest “donation”.

Day 2 was the toughest day, 50km mostly uphill and with a fresh westerly in our faces all the way. There were numbers of riders on the trail going both ways but the ones going East with the tailwind were smiling broadly. The first choice of coffee stop at Waipata was so busy we pressed on to lunch at Ranfurley, 423 metres above sea level. The day’s ride ended at Wedderburn where we had a couple of welcome beers before storing our bikes for the night and boarding our transport to Naseby Lodge. The lamb shanks were the dinner of choice for most of us and we all passed up the opportunity to go Curling on the local rink.

The morning saw us being transported back to our bikes for the ascent initially to the highest point on the ride, 618 metres.

This day offered probably the best scenery, or was that opinion coloured by the fact that we started going downhill? Certainly there were wonderful viaducts over rushing streams, tunnels and sprawling vistas of mountains and valleys. Everywhere there were information signs pointing out the geography and history of the region and the railway.

That night was spent at Omakau, with our shared house just off the trail. We were picked up by the local pub's courtesy coach and taken for a little sightseeing ride to Ophir, an adjacent old gold mining town with its 19th century suspension bridge. Finally we had a fine dinner of Whitebait and other delicacies at the pub. Again, after a great breakfast at our accommodation and we were on the trail again for the last run to Clyde. It was quite cold (with a fresh Westerly of course) but downhill most of the way.

A welcome coffee at Alexandra with a new delicacy, Pinwheel Scones refreshed us for the final 15 km or so along the Clutha River to Clyde. At Alexandra we had the choice of leaving the rail trail to take the river path which we elected to do. So after 150km we finished our ride, handed over our trusty steeds and settled in to take in the sights of Clyde and the spectacular Clutha Gorge before heading back to Dunedin next morning by coach. A great experience was the consensus and we would highly recommend it. The organisation by eTours who arranged it all was excellent with our baggage transport working out well and the cycle hire efficient.



Poolburn Viaduct (left)
A welcome beer before dinner (above)

Eplilogue:

My wife Katherine joined the Mabin/Robertson component of the group at Dunedin for a drive round the south part of the South Island. We had two nights in Akaroa and, missing our cycling, took a tour up to the top of the hills above Akaroa into the freezing clouds to mount hire bikes and ride down again. Down twice we went, from 600 metres to sea level and up in the van and down again. The second ride down we were fortified by the "afternoon tea" of Marlborough Sauvignon Blanc, bread, cheese, olive oil and dips provided by our driver. As we drove up and up and up the first time, I reminded myself that we were in the land of the inventors of the Bungee Jump and other life threatening experiences. However the bikes had great brakes and we survived to ride another day.

David Robertson

Shimano Horse

I ride a green shimano horse
with graphite limbs,
bridled by a cable.
Each small unit
of its heart of chain
makes it fly along the fields of tar
a wild thing, made wilder by hills:
the whine of rubber hooves
the thickness of resisting air
a taste of what *death could be like*
until shimano slows.
I know alone, distance and a roll

a state of mind
drunk on going forward,
unfurling through a moving land.
When the journey's over
and I'm home
I'm high with sweat and dirt,
a mind brushed clean.
My body sings with motion
looks for ways
to spend its built-up power
knowing there is nothing
it can't do.



Nana Ollerenshaw

Diane and Tony recently visited King Island.
Read all about it, and see the pictures at their
blog - <http://bikingaus.blogspot.com>



"AROUND THE BAY IN A DAY"

PORT PHILLIP BAY, MELBOURNE OCTOBER 18th 2009

Long ago I heard of a woman cycling across the Nullarbor to celebrate her 60th birthday. This was to be my little Nullarbor achievement for my special birthday year. I wanted to prove to friends and family that I was still YOUNG! (OR else old and silly already!)

With 2000kms training over 2 months under our belts, my partner, John, my patient mentor and coach and I set off for Melbourne in our slide on caravan. John had ridden the 210 km "Around the Bay" several times before and had suggested the anti clockwise route would be preferable. (Thereby avoiding Oliver's Hill).

Typically the temperature was 8 degrees when we woke at 4am to prepare. The excitement of assembling with over 15,000 riders at Melbourne's Botanical Gardens on the Yarra soon helped us to forget the cold but only until we hit the open road heading for Geelong.

The Melbourne to Geelong leg was particularly significant for me, as I had traversed this road every year for over a decade as a little girl staring out the window of the family car, eagerly anticipating the first glimpse of the sea and our annual holiday at Portarlington. As well, my father's ancestors came from Geelong. Their pioneering perseverance gave me courage in the freezing head winds and I soon absolutely flew along the Geelong - Queenscliff road.

The ferry ride Queenscliff to Sorrento was a most welcome respite, and there were amusing scenes of bodies sprawled and draped at all angles on seats and isles as aching muscles were tended to. The other amusing scene was the toilet queue at the ferry terminal. Because the majority of riders were male, their toilet queue stretched for 25 metres while we women giggled and walked in and out of ours. Bit different from the usual!

At Rosebud we were so lucky to avoid hundreds of tacks strewn on the road by thoughtless youngsters. Many succumbed. Only 80km to go! Pedalling towards the Melbourne skyline along the Bay just on dusk was exquisitely beautiful.

Tired but very pleased, we arrived safely after ten hours in the saddle. (You can work out the average). Most of the riders had left and there were no flashing cameras but that didn't matter. I had ridden my little "Nullarbor".

Mary-Ann Washfold



Where's my bike?



RAIL TRAIL PLUS

Having heard much about the “Murray to the Mountains Rail Trail” my wife and I decided that this could be an interesting ride. I got out the maps, phoned the tourist bureau in Wangaratta, and got them to send up a brochure detailing the trail. The problem with the trail for us was that it would not allow us to do a loop, as we planned to do a ride of about 10 days. I scanned the map of the area and decided to create a round trip incorporating the whole of the trail. We carried all our own camping gear and cooking utilities, this was to be a trial run for bigger and better rides in the future.



On the 18th of November we loaded our bikes into our vehicle and drove to Wangaratta from Canberra and spent the night at Millers Cottage Motel, where we were able to leave our vehicle for the duration of our trip. Next morning we set off fully laden and full of enthusiasm. The first day took us to Myrtleford with a challenging climb up Taylors Gap a distance of 53km. The track was good and the scenery interesting we pitched our tent in a Caravan Park.

The next morning we set off for Bright, a distance of only 30km.

The scenery became more

interesting beautiful hills, wineries, pine plantations and tobacco fields. The weather was perfect, around the mid twenties.

We pitched our tent at Riverside Holiday Park alongside the Ovens River, a pretty spot. That afternoon and the next day we set off exploring the area. We also took a short 6km ride to Wandilagong, this small town is World Heritage listed for its trees. On our second night in Bright it started rain and continued on, all of the next day. It was pretty miserable in a small hiker's tent, everything started to get wet, the forecast was bleak, so we decided to spend the next night in one of the cabins. We picked up all our gear, turned up the heater in the cabin and hung out everything to dry. The next morning we anxiously poked our heads out of the cabin to check out the weather, we noticed some blue sky showing so we decided to move on.

As this was the end of the “Rail Trail”. We now had to ride on the main roads, heading out of Bright to Tawonga. My bike had developed an annoying squeak, this was due to the previous rain we had, the chain started to show signs of rust, as we did not carry any chain lubricant, Edith came up with the idea of applying some butter to the chain, which worked extremely well. Continuing on, the road started to climb all the way up to Tawonga Gap (895m above sea level) which was quite a challenge. However our reward was a downhill run into the township of Tawonga which was a real buzz.

We were feeling quite fit and decided to continue riding up the Kiewa Valley to a place called Dedarang, a total distance of 70km from Bright. As we could not find a suitable place to pitch our tent, we settled for the local pub, the Dedarang Hotel. The only problem was the publican had an appointment the next day in Albury and we were told that they were locking up the pub at 7.30am, so an early start for us the next day.

Our next destination was Yackandandah only a 26km ride, a pretty township full of history back to the gold mining era. It also proudly boasts of a recent movie made there, starring Paul Hogan and Michael Katon. We spend two nights there, taking time to do some interesting bush walks.

Next we rode a distance of 40km to Chiltern an easy ride through slightly undulating country on a quiet road, a quaint town where time has stood still. You can see a 131 year old grapevine (the largest in the Southern Hemisphere) in the courtyard of an old Hotel. There is a beautiful man-made lake in the heart of town, with a caravan park. We camped there for one night watching the sunset on the lake.

Our last stopover was Beechworth, a ride of only 24km but a tough one as the temperature had started to rise on the thermometer. And a very long hard climb took us through Mount Pilot National Park where the scars could be seen from the bushfires in the region. After having reached a junction of the main road into Beechworth we had another 6km tough climb to the town. Beechworth is well worth a visit. We spend two nights there taking in the sights and bushwalks, and not to forget the famous bakery with its award winning pies.

The last leg of our trip was back on the Rail Trail, mostly all down hill to Everton Station, a distance of 15km, then a 27km ride back to Wangaratta to complete our 10 day journey, a total of about 300km. In conclusion it was an enjoyable trip, some big hills. The extra weight with the panniers does slow you down, even down hill, however we took plenty of breaks in between. The weather had been kind to us except for the rain in Bright, all the other days of sunshine soon made up for it.

John Sandifort



Bicycle Queensland

Everyday Cycling Every Day

Many members may be aware Bicycle Queensland works to:

- Increase cycling facilities in Queensland
- Make roads and bike paths safer for cycling
- Encourage more people to ride bicycles for fun, health and transport



BQ provides great FREE member services, including:

- Personal accident insurance for damage to you if you crash while cycling.
- Third party personal and property insurance.
- Twelve month subscription to Australian Cyclist magazine (6 editions).
- Twelve month subscription to Queensland Cyclist newsletter (6 editions).
- Discounts on entry to our great events including Bike Week & Cycle Queensland.
- Discounts at many bike shops.
- Free legal assistance for any incident when riding.
- Advice on most cycling matters, and
- A contribution to national cycling advocacy.

Please help cycling and yourself by considering joining BQ, See www.bq.org.au or phone 3844 1144 for membership information. (Normal membership \$70 per annum or \$90 for households – pensioners and students \$65.



THIS NEWSLETTER IS PRINTED BY

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DESTROYING CYCLING - PART 1 of 1

