

Sunshine Coast Bicycle Touring Club Inc Newsletter



Winter 2011



The Sunshine Coast Bicycle Touring Club Inc.

Management Committee

President	John Pearson	5446 2879
Vice President	Rob Coles	5445 2400
Secretary	Tom Shapiro	5443 1258
Treasurer	Edith Sandifort	5499 6764

Office Bearers

Ride Calendar Editor	Andrea Davies	5478 3371
Newsletter Editor	Tom Shapiro	5443 1258
Webmaster	Damien Jones	5442 8813
Ride Co-ordinator	Rob Coles	5445 2400
ARSE Co-ordinator	Vince Whitburn	5492 5557

Ride Representatives

20km	Robyn Vardy, Vince Whitburn
30km	Donna Shields, David Robertson
35km	Daniel Bateman, Michael Jacobson
40km	John Pearson, Simon Covey
Sunday	Rob Coles, Roger Watson
Sunday MTB	Frank Hobbs, Matt Hawkins
Sunday Split	Daniel Bateman

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.

CLUB JERSEYS in long or short sleeves

Available from Treasurer Edith, 5499 6764

Order yours today and look the part.

President's Report

It has come to that time of year again, when we will have our AGM and GM. I would like to encourage all members to come along and show their support for this club. Also, it is the perfect time to discuss the direction of the club for the coming year, as every one's voice should give a balanced view of future goals.

I would also like to encourage members to take a greater role in the club, by putting themselves forward for assisting, or leading, in the various positions in the club. The website (Club Info page) has a copy of the positions and nomination forms for you to use. It is important to remember that "many hands make light work". While people take positions in the club they are happy for help, and to stand aside when the time comes for others. A problem for many clubs is burn-out of a few, who do too much for the many who do not do enough. So if you enjoy being part of the club, take it upon yourself to help out and that way others will not burn out and walk out.

On a completely different topic, I would like to remind us all of some cycling etiquette. That is making your calls to advise others of actions and dangers. Often we ride as a group and those behind shelter from the head wind and use less energy. As a result our view is reduced and each rider has a responsibility to make safety calls: "Car Back", "Pot Hole", "Stopping", "Clear", etc. Don't be afraid to use your voice. No one wants to cause or be part of an accident. You will never know the accident you avoided by your good actions. But you will remember the accident you are part of, and wonder if you could have reduced its outcome. So make your calls and let others know what's happening.

Look forward to seeing you at the AGM and GM (should be as big as the Christmas party), so we all can review what has happened, and discuss where we are going.

We promise instant coffee and Tim Tams; THAT will get you in...

"You are not old until regrets take the place of dreams"

See you on your bike

John Pearson

Volunteering as a Ride Leader

We all enjoy the ride, and we agree that 4 rides on Saturday, and up to 3 rides on Sunday gives everyone a chance to appreciate a ride they are capable of. That adds up to about 85 rides a quarter!

So when asked to volunteer as Ride Leader don't be shy. If this is your first time ask a buddy to ride with you. Choose someone competent as Tail End, and follow the guidelines. You'll have fun, and know you have done your bit for the Club.

THANK YOU

On the next page you will see the Sunshine Coast Cycling Infrastructure Report submitted by John Stephen. Both John and Damien Jones spend endless hours meeting with Council and Main Roads representatives on behalf of our Club and all cyclists on the Coast. Our sincere thanks guys.

Suncoast Cycling Alliance

Promoting Healthy and Emission Free Transport

Winner - Dept. Transport and Main Roads Sustainable Transport Section
Living Smart Awards 2009

Cycling Infrastructure Update April 2011

Our roads are controlled by two distinct entities, Council and Main Roads so they will be dealt with separately.

Firstly, accolades for the excellent job the Sunshine Coast Council have done in the changing of a severely entrenched bad transport culture particularly in the Central Division. Also for some of the best designed cycle facilities I have seen.

Most if not all of Council staff entrusted with the task of travel behaviour change are cyclists who cycle to work regularly. Senior transport management also 'get it' and are actively working towards a common goal. These are the things that make a real difference.

Further down I have included the Council/State joint funding projects, but I must hasten to add that although these don't look like much compared to previous years, Sunshine Coast achieved the highest state funding after Brisbane due no doubt to the very efficient manner in which applications were made.

The other thing to remember is that our Council grab every opportunity to achieve quick wins for cycling. One example is that each re-seal done has cycle lanes and green zones installed as part of the job. All new road upgrades also have both cycle lanes and pathways installed as a matter of course.


Some exciting projects are under way or in planning, notably Petrie Creek Rd which when completed will create a cycleway connection from Maroochydore to Nambour. Tanawha Tourist Drive is also in planning and will no doubt appear in subsequent funding applications. A lot of work will focus on safety around schools and filling in the gaps in the network. Most of these projects listed are under way already.

Sunshine Coast Council Cycle Funding 2010-2011	
Ballinger Rd, Buderim: 900 metres of On-road cycle lanes and Off-road pathway	\$600,000
Beckmans Rd, Noosaville: 900 metres of On-road cycle lanes and Off-road pathway	\$693,000
Kalana Rd, Caloundra: 450 meters Off-road pathway	\$220,000
Maroochy Boulevard: 1800 metres On-road cycle lanes (and shared) from School Rd to Wises Rd	\$132,000
Noosa Drive: 450 metres Off-road shared pathway	\$330,000
Park Rd, Noosa: 250 metres shared boardwalk	\$715,000
Perwillowen Rd, Nambour: 250 metres on road cycle lane and green zones	\$66,000

Petrie Creek Rd, Nambour, Bli Bli Stage 1: 2000 metres On-road cycle lanes (ultimately 9000 metres On and Off-road)	\$550,000
Sunshine Motorway: 450 metres Off-road shared pathway connecting Motorway path to Arwon St	\$165,000
Tanawha Tourist Drive, Buderim: 500 metres Off-road pathway Crosby Hill Rd to Sippy Downs	\$195,000

Main Roads have presented a bit more of a challenge as many of you have seen with opportunities missed in the past, but we are pleased to report that cycling is now represented ably in the Sunshine Coast office. Damien and I met the new representative a few months ago and we were impressed with both his seniority and attitude. Damien meets with him regularly for updates as does our Council Integrated Transport Team Leader. Main Roads also attend two Council Community Reference Groups (transport and walking/cycling) who meet on a two monthly basis with representatives from ourselves and various other interested groups.

Summary – Damien Jones' Meeting With Main Roads Representative


1. **Bruce Highway** - for now, cyclists are highly discouraged, with preclusion only on the 6-lane sections. Signs are to be rationalised on the on-ramps. MR are all for the Highway to be a no cycling road, because of the high speeds. However, they agree that preclusion just won't work if there are no viable alternatives, and understand that these must be provided. So they are working on that side of the funding/planning process. Looking for a quick win/funding to connect Forest Glen (and the Uni via Tanawha Tourist Drive) with the Nambour Connection Road.
2. **Sunshine Motorway** - cyclists will be allowed on the two short sections between the Doonan and Walter Hay roundabouts, and between the David Low Way and Peregrine Springs south roundabouts. They are looking at getting funding to seal the old Emu Mountain Rd which would effectively connect the Peregrine Springs north and south roundabouts. Currently it's a viable dirt alternative to the motorway. Otherwise, cyclists will be precluded on the rest of the Motorway, as they now are.
3. **David Low Way** - A huge swag of plans for the entire length south to, and around, the airport. Some work (from the aforementioned Perigian Springs South roundabout to Coolumb) will start happening quite soon. So we can expect Main Roads to match what Noosa did, more or less from Perigian roundabout to Twin Waters. Council are re-working the Marcoola village part of the road.
4. **Twin Waters, approaches to Maroochy River bridge (the northern missing link)** - Still bogged down with planning appeals
5. **Maroochy River Bridge at Bli Bli** - remove "No cycling" signs, lower speed limit to 50, signed "Beware/Give Way to Cyclists", everything but paint yellow symbols on the road - they are having a struggle with that one!! Link across to Mudjimba under study. Treatments at all narrow bridges is under study right now.
6. **Eudlo Creek, David Low Way near Fisherman's Rd** - extra deck on the west to allow footpath widening, treatment on the east side TBD
7. **David Low Way Bridge over Petrie Creek** - under study
8. **Nicklin Way, Buderim St/Bellara Drive intersection** - not wide enough for complete treatment but a 1 meter shoulder will be painted and the traffic lanes marginally narrowed.
9. **Caloundra Rd (cyclist ban)** - All but sorted. Cycling will be allowed, including through the roundabouts for confident cyclists. Entries and exits to the off-road cycle paths will be reworked to allow for higher speed/smooth transfers. Paths will be widened. Satisfactory solution for Pierce Ave now exists. Work is funded and progressing through design stages. 

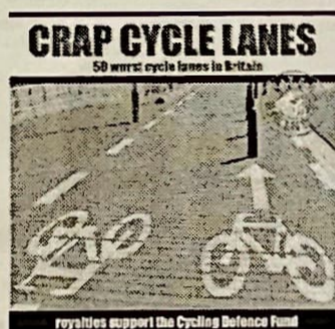
The Ride Leader and Tail End

There has been some comment lately about the variation in speeds of riders. While the club asks that members choose rides that suit their ability, it does happen that competent long time riders get left behind.

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 TE 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 could 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. 



The Sunshine Coast Bicycle Touring Club **ANNUAL GENERAL MEETING**

Will be held at **Kawana Library Meeting Room** on **Saturday 23rd July 2011 at 2pm**
Note down the date, and come along. Have your say about the running of the Club.



Should we continue the quarterly mail-outs?

A question for our members: should we continue to mail out the calendar and newsletter each quarter? Most, if not all our members have access to the web and can easily find these on the Club website.

First some details. The mail-out costs us a bit over \$1,000 annually. About half is in postage. We also post packets of calendars to the bike shops, so about 200 items are mailed quarterly, costing about \$500 each year. The printing, labels etc, cost another \$500. While the cost of printing has gone down, the cost of postage has certainly gone up.

Our options are to continue as we are, or to cancel the printing and postage altogether. A third option I rather like is to print a smaller number of calendars, and send them to the bike shops. This would allow members who don't have the facilities to print out a calendar on their computer, to pick one up from their local bike shop.

This third option also allows visitors and newcomers interested in cycling to pick up a calendar from a bike shop, as they do now. I think that's important. Our Club is well known to the local bike shops, and they are happy to recommend us to interested customers. The cost of this option would be about \$170 a year.

So what do you think? Please phone me, or email the Club with your thoughts.

Big River Ride - May 2011



On the
barge.

Lino acting
like a
footballer.

Sue Mabin
and Tom S.

Rob and Sue
Mabin, Sally
B and Rob C.



Mountain Magic

Hiring a pair of mountain bikes and cycling the Queen Charlotte Track near Picton in NZ's South Island seemed like a good idea at the time.

However we should have noticed something when booking the water taxi when the booking lady questioned our intention to do 20 km in a day. Of course to us 20 km was a breeze, hadn't we done the Brisby to Gold Coast and return and many other distance rides besides? We had no idea how tough Kiwi Mountain Bikers are, we would learn that later. Brochures and web sites gave no hint of what was to come, photos of happy people cycling on good surface tracks abounded.

Anyway we duly booked the water taxi to take us to Camp Bay as the full track from Ship's Cove thankfully didn't cater for bikes in the summer. We also booked accommodation at the Treetops Backpackers near the Torea Saddle at Portage Bay and at Anakiwa Lodge at the inland end of the track. The water taxi has a cheap service to transfer packs to accommodation points. Clever us decided to wear our packs rather than trust the locals.

It might be worth a mention at this time that the track is graded at 3+ with 6 being extreme. Because neither of us had ridden a mountain bike on rough ground prior to this we could retrospectively grade our skill levels at about a 1+ plus we were seriously unfit. Gaining the other two points didn't come easily.

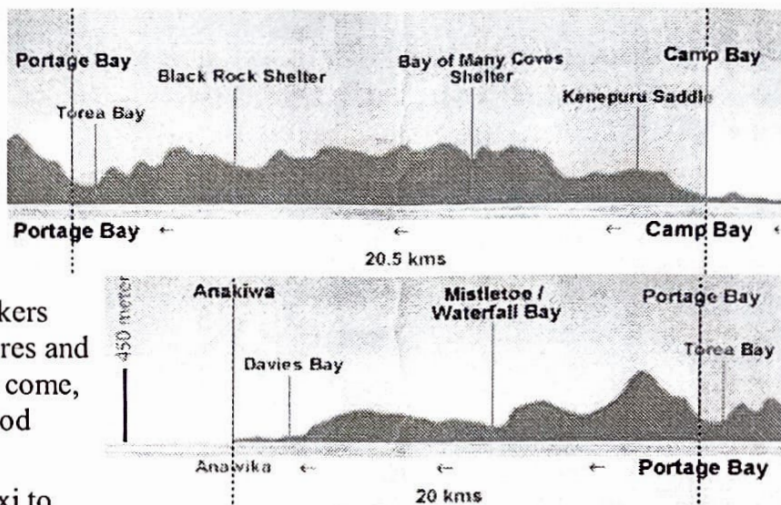
Photographs don't do the hill justice !



The time came to get up early and catch the water taxi out to the start point, a nice, but cold trip along Queen Charlotte Sound landing at an isolated looking Camp Bay. Suiting up we pushed our bikes up the first hill. That wasn't so bad, but we came out to a sign proclaiming it would take 8 hours to get to Portage Bay. Considering the website had indicated 3.5 to 4 hours we were a bit confused. We soon became unconfused.

Back to the track and that walk uphill was followed by another (did I say walk ?), then another hill, then another and yet another.... We were dressed for the cold and the sun came out, the bikes were heavy and our packs heavier, water became a problem and with each successive hill our legs got weaker. What madness was this? Pack free hikers passed us as we struggled on.

However what goes up must come down as they say and as the day wore on we were treated to amazing rides through native beech forest with spectacles ranging from mountain ranges, leafy glens and the famous Marlborough Sounds views. Eventually the hills although high and steep became less of a challenge and the rewards greater.



We soon passed the hikers and revelled in the sort of conditions we came for.

Finally late in the day we descended to the Torea Saddle, on to a sealed road to drop down into Portage Bay only to find another steep climb to reach our accommodation. A much deserved shower and we descended the hill again for a cold drink and a nice meal of local Blue Cod and chips.

It was two severely battered and sore bodies that finally dragged ourselves into bed at 7 pm, resting with the assurance from locals that the next day would be much easier once we had conquered the first hill.

It turned out that first hill was 450 meters high and 7 km straight up.

Looking at the photographs it could be assumed the track surface was reasonable, but that wasn't always the case, some of the downhills with zigzag tight turns hung out over sheer drops while the wheels slipped on loose round rocks seemingly designed to

throw the rider off the bike. Going over the handlebars, pedals jamming on rocks and the front wheel rearing up kept us on our toes, as was throwing oneself against the wall rather than falling towards the edge. Getting off and walking seemed a good alternative sometimes.

Almost true to local advice (there were many more steep hills) the latter stages of the second day proved a delight, gradually descending to the shoreline through ferny glens and native bush then finally to Anakiwa for a well deserved meal and shower before thankfully crashing into bed.

Although tough for us and quite scary at times, it was a very satisfying and enjoyable experience. The scenery was awesome, the facilities excellent and the locals well geared towards both walkers and cyclists. I might add that the Queen Charlotte Track is used for a NZ championship extreme mountain bike race!

Something to add is the importance of good walking boots. We bought Kathmandu waterproof boots and broke them in well before we left, we passed one guy walking in bare feet carrying his shoes quite early in the piece. We also elected not to use cleats which turned out to be a very wise decision because getting a foot or two on to the ground quickly saved us on many occasions. Water was scarce, only a couple of water points with warnings to boil for three minutes. We never had enough water. Getting fit first would be a good idea too !

Getting there: Fly into Wellington, catch the ferry direct to Picton, NZ\$50 to \$75 each, Cougarline Charters for the water taxi, approx NZ\$90 each (plus \$10 per bike). Department of Conservation track passes NZ\$10 each, accommodation from NZ\$90 to \$120 for a double room.

<http://www.qctrack.co.nz/> all operators and accommodation options are listed. The YHA Anakiwa Lodge guy ran us back into Picton next day for NZ\$25.00 <http://www.anakiwa.co.nz/> although it is an easy 25 km ride on a sealed road. Bookings essential in all cases.

John and Rosemary Stephen



Pollie Pedal Charity Ride 2011 - Gold Coast to Sydney.

This ride is in its 11th year. It is Tony Abbot's creation. It alternates between Melbourne to Sydney and Brisbane to Sydney each year. This year the nominated charity is The Poche Institute for Indigenous Health within the Sydney Medical School at the University of Sydney. The money funds successful specialist and student clinical outreach placements to regional and remote communities in Western NSW and The Northern Territory.

I did the first 2 legs: 1. Gold Coast to Kyogle 110kms, and 2. Kyogle to Grafton 135kms.



I arrived at 7am for breakfast at Burleigh Heads on the beach. Everybody was there. About 50 riders, Tony Abbot, Campbell Newman and the TV cameras from all the stations and lot's of onlookers. Some wit shouted out "give Campbell a bike", which caused a bit of a laugh for everybody. Tony explained that the ride was completely carbon neutral; a religious man said a prayer for everybody and possibly himself, because he was riding all the way to Sydney. It was a beautiful sunny Queensland day and we all set off at 8am.

The first leg was the toughest ride, I've ever done. It involved 3 long climbs, two at the end of the ride. It was very hot. Many had to get off and walk. About 20 had to stop before the end, including me. Some people really went through the pain barrier. Not me. I jumped in the a/c recovery van at the start of the 3rd climb ☺. Had a very funny dinner that night. There are awards for all sorts of things each day, mostly humorous or for helping others. The group is very interesting. A mixture of a few other politicians, some sponsors, doctors and senior administrators. Lot's of top class cyclists and many who have just been Tony's mates for years. They call him Abbo. The irony is not lost upon anybody, when we are supporting such a charity. The support crew are mainly in their 70's and 80's. Ex bike racing folk mainly. Two of them once rode from Perth to Sydney across the Nullarbor. The 2nd leg was much more suited to my body type. An undulating remote road. Into a southerly all the way. I lead the tier two peloton for much of the way. (25.5Kms av. speed). Not very fast but it was 135kms and into the breeze!

Perhaps I'll do the whole lot one day?

Cheers, Simon Govey



Bike lanes, Santiago, Chile. Photo: John Sandifort

The Cycle of Giving

The Cycling of Giving was held on Feb 26th which was well supported by our membership. This year saw over 220 people doing the ride to support Organ and Tissue Donation awareness. This was an increase of 100% from last year and thanks goes to Mary Long and her team for once again organising a wonderful day, and ride for such a good cause. This year saw 100 free Donate Life ride Jerseys given away in a random draw and many of our members can be seen wearing them and continuing to raise awareness. So next year keep your eye on the Cycle of Giving website for this annual February ride, which is not to be missed.

Photo Shows: Paul, Simon and Roger enjoying the after ride food and entertainment at the Prince Charles Hospital, sporting their new jerseys.

Cheers

President John



Reminiscence

In the fifties my bike had big balloon tyres, no gears, foot brakes, and a front and back fender. Being able to ride it was an essential achievement on the way to being an adult.

For a long time I rode horses but returned to the bike in middle age. It was easier to keep than a horse, if dull in comparison. Frustrated by constant punctures, I put solid rubber tyres on the bike. Even on the flat it felt like a ten ton truck!

My first big ride was Bicycle Queensland from Bundaberg to Brisbane about ten years ago. My cheap Graecross Country Road managed the distance well. Heavy pedalling had me fit and high on endorphins by the finish. The toughest day was 100 km to Nambour, up and across the Blackall Range to the Maleny showgrounds. The long scenic glide down Bald Knob Rd. to Peachester rewarded us next day. I was hooked.

My only overseas cycle experience was in Washington D.C. On Sundays during the more clement months, the road through nearby Rock Creek Park was closed to cars, allowing cyclists, skateboarders, rollerbladers, walkers, joggers and pram pushers to sweep safely through many miles of beautiful woodland.

My high moments are now regular Saturday rides. It's a relaxed, companionable time with new and old acquaintances. We pedal, talk and judge the coffee.

By Nana Ollerenshaw

CYCLING VIETNAM – MARCH 2011

I joined the group of 10 intrepid cyclists (including four ladies) representing four different countries in Ho Chi Minh City for a 17 day cycling adventure of a lifetime to Hanoi.

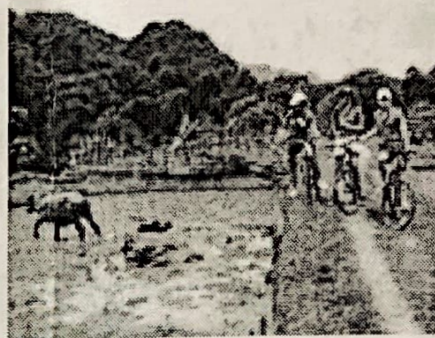
The trip was booked through Spiceroads - who are leaders in cycling tours throughout Sth East Asia and other countries. They are professional operators and have the planning down to the final detail of meals – accommodation – supplying quality mountain bikes - spares and all the gear – the support bus enabled the less experienced riders to choose what days they wished to ride dependent on weather and hills. Of the 1700 kms we travelled was made up of 11 days cycling of about 900kms. The free days interspersed between riding were spent on organised sight seeing trips, exploring or travelling by plane train bus and boat to eventually arrive in Hanoi (pleased to say all of us arrived still operating on two cylinders).

This epic cycle trip covers just about the entire length of Vietnam, from bustling Ho Chi Minh City (Saigon) to the serene northern capital of Hanoi, we rode on country back roads wherever possible avoiding the traffic clogged Highway One and mostly on tarmac but also dirt tracks and mixed with the rain somewhat slippery and boggy. Along the way we saw many of Vietnam's historic and scenic highlights, from the mountainous terrain of Da Lat to the beach resort of Nha Tran. This was our toughest day in the saddle of over 100 kms from sea level to over 2000 mtrs in misty/foggy cold weather as we ascended the 30km winding snake like Hon Giao Pass mostly not seeing more than 100mtrs ahead. But the effort was well rewarded as we descended the other side over similar distance of winding roads and hairpin bends (aided by high adrenalin dosage!) to miraculous clear weather to view some of Vietnams best mountain/coastal scenery.

We rode country roads through endless rice paddy fields forests and rubber plantations to historic Hoi An and Hue. The overnight Reunification Express train took us to the amazing karst scenery of Ninh Binh and Halong Bay.

Places we visited on the way like the Cu Chi tunnels where the North Vietnamese army lived and tormented their enemies for decades and My Lai (the site of the worst massacres of the American/Vietnam War). In Hanoi the Ho Chi Minh Mausoleum – the Thang Long Water Puppet Theatre and in HCMCity the Museum of American War crimes and the Reunification Palace are must visits. And not far south of Hanoi where we rode and visited was the Endangered Primate Rescue Centre in Cuc Phong National Park. We travelled by boat with our bikes to ride Cat Ba Island (one of Vietnam's most beautiful national parks) and then next day cruised spectacular Halong Bay with thousands of limestone karst islets spectacularly jutting out of the bay.

I had not been to Vietnam before but have been interested in their politics, culture, food and history which dates back some 4000 years – with ancient civilisations and kingdoms long before the Chinese invaders and later French colonialists and more recent past of communism and the tragic American war. Although some of the French colonial architecture of over 100 years is well





John Hawkins at a roadside stop
on route to Da Lat.

preserved in many cities and towns, but sadly some in rack and ruin and will gradually be demolished to make way for modern Vietnam.

Apart from the very cheap cost of living (for a superb meal say 80000 dongs - that's \$4) and cheaper from a street food stall - the scenery and the people are the ever present reminder of why tourism is a growing industry. French history is of popular tourist interest and not just for the French tourists but many nationalities including China Japan Europe and a lesser extent Aussies. Of

course Vietnamese cooking is recognised around the world and although is not as rich and heavy as the coconut curries of say Thailand or India I think they do more with the many spices and herbs to get the ultimate flavours. With so much coastline means that fish and seafood are central to the diet and we were introduced to many new authentic dishes which were all served together and shared from common dishes.

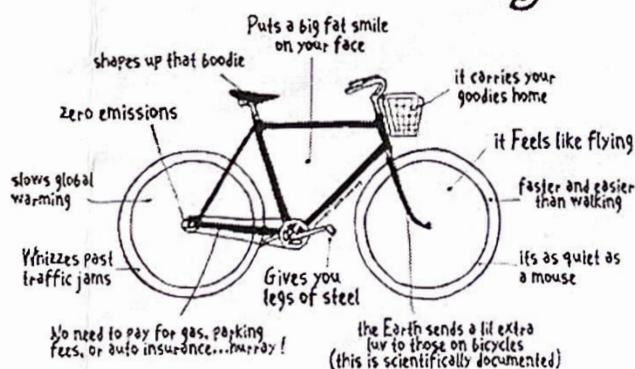
Following the end of the tour a few of us decided to head for a trekking trip (we had enough of bikes and still with sore bums as a reminder) to Sapa in the mountains near the Chinese border and took the overnight train (better known as the cattle train) for another adventure - it's an old French town and a holiday and trekking mecca for the Vietnamese and tourists alike.

The best lesson to remember whilst cycling and walking the busy cluttered city streets of motor scooters buses trucks etc appearing every way which way is there appears to be no traffic laws (just blow the horn) - I'm still trying to work out what pedestrian crossings are for because road traffic doesn't stop for people (must be for dogs and cows!)

The level of the tour was rated as three chillies out of five and I can recommend it to any adventure minded cyclist who is reasonably fit and is not adverse to a few hills unpredictable weather and scarcity of toilets.

By John Hawkins

Benefits of a Bicycle

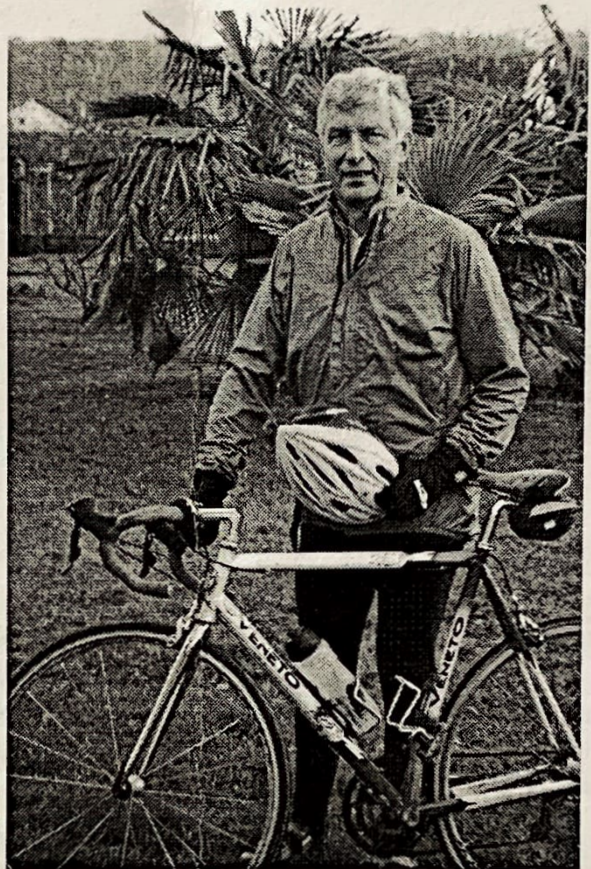


A Visitor to the Coast

In November last year, I sent a message to the SCTC, asking if anyone could rent or lend me a bike for my 3 weeks stay in Palmwoods. The request was circulated and very kindly followed up by Derek Saddington, who not only lent me an excellent bike, but twice collected me so I could participate in a club ride. I especially appreciated these rides, as in the past I'd always stayed away from the coast, and I enjoyed discovering other circuits, as well as meeting other club members. Since then I've continued my regular Sunday rides with my local club in France despite weather similar to yours but certainly colder!

My special thanks to Derek and to the Sunshine Coast Club for these very agreeable memories. I hope I will have the opportunity to ride again with your club.

Michel RIOLS
Luisant / France



Important Survey for Cyclists

We have been asked to distribute this request to as many cyclists as possible. You may or may not be aware that Bicycle Awareness Zones (BAZ) is currently being installed by the Sunshine Coast Council.

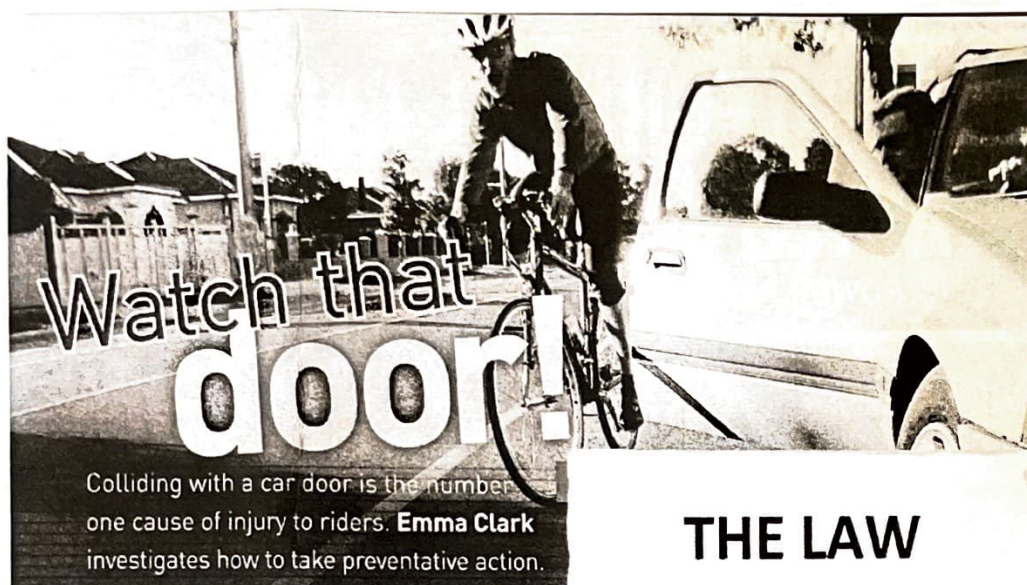
Main Roads (Department of Transport and Main Roads) do NOT currently install BAZ on their roads, these accounts for around 80% of our cycling routes in some areas. It is possible that positive feedback in this survey might bring a change for the better. We can only hope.

Nicole Smart is a university student working for the Department of Transport and Main Roads. She is currently undertaking an evaluation of bicycle awareness zones for the Department which is also her thesis project.

A component of this project is a questionnaire survey of the public to help us understand what the public knows about bicycle awareness zones and for cyclists specifically, how safe they deem bicycle awareness zones to be.

The link to the survey is: https://www.surveymonkey.com/Bicycle_Awareness_Zones_2011





THE LAW

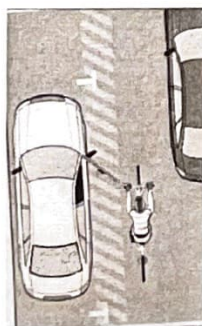
Australia's road laws state it is an offence to open a door into oncoming traffic. This includes when the vehicle is parked and the engine is turned off, passenger doors on either side of the vehicle, and doors on the back and sides of trucks, taxis and vans. Many drivers are not aware of their responsibilities, and assume it is the rider's fault for hitting an opening door. They are wrong.

If you are forced into traffic to avoid an opening door and are hit by a vehicle, the person opening the door will still be held legally responsible. Get the details of all the vehicles involved.

Many riders who comfortably contend with stray pedestrians, surprise potholes and unpredictable drivers will tell you there is one hazard they are particularly wary of; the unexpected appearance of a car door directly ahead. While some angry shouting, sudden braking, deft manoeuvring and a near miss is often the result, being 'doored' can also end with bruising, lost teeth, broken limbs and lawsuits.

Steve McGhie, Victorian secretary of Ambulance Australia, told *Ride On*, "Over 30% of all accidents involving bike riders are a result of people opening car doors into bike traffic. There's a definite need to increase awareness about these accidents and to change driver habits."

The good news is there are some basic precautions riders can take to limit the chances of a close encounter with a car door. Ride sensibly and conservatively, be predictable and ride in a straight line. Avoid narrow spaces with no room to swerve or time to stop, and above all, when possible try to ride out from the 'door zone' – about one metre out from cars.



Try to anticipate the actions of people in their cars: look for brake lights, an indication the car has just pulled into the space, and try and glance inside for the telltale sign of an arm reaching for the door handle. At night, keep an eye out for interior lights going on or off.

Record the time and place of the incident, the driver's details and those of the person getting out of the car (if it was a passenger); the car's registration number, make and model; and details of any witnesses. Sign and date the record and get it witnessed, as it may be useful later if there is a dispute. Always be sure to report the crash to the police, even if you can walk away relatively unharmed.

Edited, from an article in *Cycling Victoria Ride On*.

The Sunshine Coast Bicycle Touring Club
ANNUAL GENERAL MEETING

Will be held at **Kawana Library Meeting Room on Saturday 23rd July 2011 at 2pm**

Note down the date, and come along. Have your say about the running of the Club.

NOMINATIONS FORMS for COMMITTEE MEMBERS and OFFICE BEARERS

➔ http://scbtc.org.au/pdfs/agm_nomination_form.pdf

Please consider nominating yourself or a friend to join the committee?

If you cannot attend, send a **PROXY FORM**

➔ http://scbtc.org.au/pdfs/proxy_voting_form.pdf

We hope to see you all there

Bicycle Queensland

Working for you to improve cycling.

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 \$90 per annum or \$125 for households – pensioners and students \$65)

**THIS NEWSLETTER IS
PRINTED BY**



07 5443 1115

Info@idprint.com.au

Suite 1/65 Maud Street Maroochydore Q
4558



This Newsletter in full colour at scbtc.org.au