

Sunshine Coast Bicycle Touring Club Inc Newsletter



Spring 2011



**The Sunshine Coast Bicycle Touring Club Inc.
Your New Committee for 2011 - 2012**

Management Committee

President	John Pearson	5446 2879
Vice President	Roger Watson	0428 760 476
Secretary	Chris Small	5448 5001
Treasurer	Jim Macready	5476 5424

Office Bearers

Ride Calendar Editor	Andrea Davies	5478 3371
Newsletter Editor	Lorraine Stocker	5437 7881
Webmaster	Ian Jope	0412 675 119
ARSE Co-ordinator	Vince Whitburn	5492 6677
Ride Co-ordinator	Roger Watson	0428 760 476
Mountain Bike Co-ord	Nil	
Publicity	Daniel Bateman	0439 864 297

Ride Representatives

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

Contacts:

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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 2011

Having now completed my first year as president of our SCBTC I can now reflect and report on the year that was, and possible directions for the coming year, as I somehow managed to be re-elected as president.

We have extended the social possibilities for members with the introduction of the ARSE. Also we are seeing members present rides that are bringing about more ways to enjoy riding our bikes with company; Night Ride at Palmwoods, Stradbroke Island Ferry Ride, Fish N Chips on Bribie Beach ride, Buderim Boot Camp etc. This is to be encouraged and supported so please share.

The ride calendar grows as the club grows with MTB rides and Sunday Split rides. While it is necessary to plan ahead to develop a ride calendar, email updates can advise members of changes and improvements that occur inside the planning cycle, so we are not locked down and miss out on fun. For instance, last Sunday we could have done a ride and then all watched a replay of Cadel Evans winning the Tour De France on a big screen (maybe next year!)

It is great to see club members supporting cycling related events on and around the coast such as: Ride to Work, Cycle of Giving, Come and Try days as part of Bike Week, Road Smart Day, BQ Brisbane to the Gold Coast ride and more. We do something that has fun, fitness, lifestyle and community benefits, so let's continue to be involved and put more smiles on more faces.

The club has a number of 'to be congratulated' core values. We are inclusive and friendly. We want to help and encourage members. We value each other's differing views and opinions but can still move forward as a community of like-minded people.

From our meeting, some of the points which indicate possible directions for us to ride in were: more variety of rides, keep the memberships fees down and encourage more to join us, possible modernization of club logo and the introduction of a new design for a second jersey, the need for another awesome Christmas party, bike workshops, advertising the club and seeing if businesses will support the club, support and encourage safe cycling and road use, create some structure for future planning of club finances, continue to be open to new ideas and possibilities.

I would like to thank all members for being part of and making this club a fun group of people. A big thank you goes out to our members who give their time and knowledge doing all the behind the scenes work which keeps the show on the road.

I ride a bike because it is fun, keeps me fit and gets me efficiently from A to B with "a shade of green". I like keeping company with others who have similar ideals and who want to see more people on a bike. I look forward to another year as president and thank you for your support and encouragement.

See you on your bike
John Pearson

Dicing with death

Owen Jacques | 25th May 2011

A+ A- A

Tags council, cyclist, fatality-free friday, prue oswin

SHE rarely goes a day without riding her bike but there is one thing Prue Oswin can be sure of.

Before she climbs off, a driver will have swerved towards her or abused her.

"It's common - it's beeping or yelling or driving unnecessarily close," Ms Oswin said.

"It's only a minority of drivers but you have a lot of interactions in a day.

"And every day you get at least one fright."

Ms Oswin's comments came on the day that Sunshine Coast Council launched its Share with Care campaign to improve the safety of cyclists, pedestrians and drivers.



Sunshine Coast Council is urging drivers to show more tolerance to cyclists, such as leaving at least one metre between their vehicle and the cyclist.

John McCutcheon

The council wants cyclists and drivers to be more patient and thoughtful on the roads.

When a motorist is forced to follow a cyclist they should not pass unless they can do so safely.

It means allowing a metre between parked cars and the cyclist plus another metre between the rider and the motorist.

Ms Oswin said drivers needed to learn to brake and wait to overtake.

"That needs to be conditioned," she said.

There are things for cyclists to keep in mind on the road as well.

Council's principal strategic transport planning manager, Jason Deller, said cyclists needed to be mindful of drivers and obey the road rules.

"Cyclists have just as much right to use the road as motorists but they are more vulnerable," Mr Deller said. "Drivers don't give enough room for cyclists.

"They need to reduce speed and give them space."

Riders too needed to stay at a slow pace if they were using shared walkways across the Sunshine Coast

"It's all about speed," Mr Deller said. "Pedestrians are slower than bikes and bikes are slower than cars.

"They should be doing no more than nine or 10kmh on paths."

This Friday is Fatality-Free Friday, a worldwide day dedicated to road safety.

ON AND OFF YA BIKE

Sunshine Coast Council has released tips for drivers and riders to stay safe on the roads.

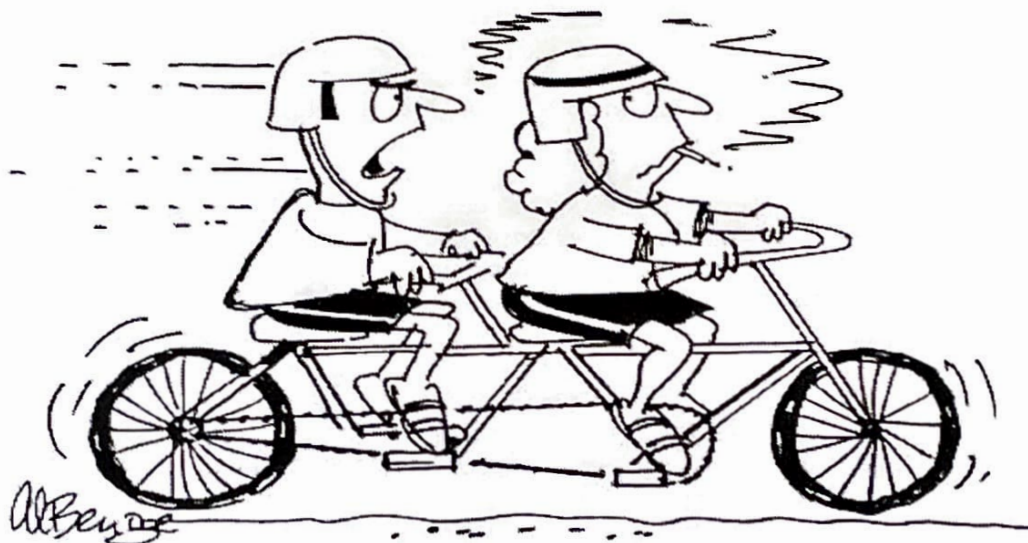
Riders should be mindful of drivers when riding two abreast.

They should indicate clearly and make sure they are visible

Drivers should leave at least a metre between the side of the vehicle and cyclists.

If that is not possible, brake and wait for an opportunity to pass.

Sunshine Coast Daily



"Really Agnes, I told you this was a non-smoking bicycle !"



RIDING THE RAIL TRAIL by David Robertson and Katherine Tucker

We had planned to ride the Bright to Wangaratta Rail Trail in April 2010 but moved house instead – one year later we did it.



For those who don't know, Bright is in north-east Victoria, a much loved tourist town famed for its coloured leaves and autumn festival. It is the gateway to the ski resorts of Falls Creek and Mt Buffalo. The converted railway line is paved with bitumen and being on terrain suitable for steam trains, has gentle gradients. The rail trail roughly follows the Great Alpine Road crossing and recrossing the lovely Ovens River. Plenty of information is available online either from the visitor's centre at Bright and Myrtleford (www.visitmyrtleford.com.au) or by Googling Rail Trails Victoria which is full of details and photographs. Side trips

can be made to Beechworth and Lake Buffalo and there is excellent riding (and wining and dining) in the nearby Millawa region.

We were towing a caravan and the advice was to base at Myrtleford 30km from Bright and 66km from Wangaratta. From there we could ride to Bright and return on day one and to Wangaratta on day two where transport was arranged back to Myrtleford. The proprietor of Arden's caravan park at Myrtleford runs a service called "Bus a Bike" and will provide such transport at an arranged cost. There are three toilet blocks on the trail built quaintly in the form of a train engine but additional facilities exist in towns along the way.

We were blessed with beautiful autumn weather – no rain and cool conditions. Day one took us out of Myrtleford mid-morning past the old butter factory; now a restaurant/coffee shop. The Trail took us beside pastures and old tobacco curing sheds where mostly Italian growers processed their harvest. Tobacco growing has largely been replaced by crops such as grapes, berries, other fruit and hops. On the right, the towering Mt Buffalo provides a spectacular backdrop for much of the ride to Bright. There are a number of wineries both sides of Myrtleford, the largest being Boynton's on the Bright side and Gapstead on the other. We had a superb lunch at the fine cellar door/restaurant at Gapstead on a non-riding day and recommend their Prosecco sparkling and their Shiraz.

Twenty-three kms from Myrtleford was coffee time and we came across the Rail Trail Café, right on the Trail at Porenpunkah, where sufficient coffee (so-so) and cake (overpriced) were had to carry us on to Bright. The town features a lovely recreational area on the Ovens River and a light aircraft strip nearby where tandem Microlight flights are offered over Mt Buffalo – a treat David indulged in on a previous visit. The autumn colours were in full glory along various parts of the Trail especially at the entry to Bright where the Trail took us past the golf course. The trail ends at the old Bright Railway Station, which is now a museum.



David's bike had an annoying clunk in the crank bearings, which was corrected (while we had lunch) by the very obliging chaps at "CyclePath" in Bright. If you have bike problems or wish to hire a bike we strongly recommend their shop. Bright is a lovely town with lots of interesting shops and restaurants and worth investing some time to wander. Reluctantly, we left beautiful Bright and

arrived back at Myrtleford after a faster return trip due to the predominantly downhill grade. The trail is popular with regular encounters with fellow cyclists going both ways.

On day two, although the overall grade is slightly down, there were more slopes to contend with especially crossing Taylor's Gap. The crossing was easier the way we travelled, in that it is not a steady uphill climb but provides an exciting long downhill run, reminiscent of a ski run once over the top. It is best to be more self-sufficient on this section of the Trail as the distance was twice as long and we found only one place to obtain food and drinks. The hamlet of Everton where we availed ourselves of a hamburger is a short distance from the Trail but we weren't game to try the coffee, settling for a cold drink instead. This part of the trail is largely through pastoral country once one leaves the Myrtleford area.

The last "watering hole" is at a place with the strange name of Bowser from where the trail meanders through the outskirts of Wangaratta and terminates at the beautiful Apex Park, graced with modern sculptures and lots of well-displayed information. Overall judgment of the experience was that it is one not to be missed and we would be happy to do it again.

Pushy pushbikers pushing their luck

June 4, 2011

THEY'RE the bullies of the roadways, they're the most aggressive vehicles on the street, they're just big-tyred energy-guzzling eyesores that intimidate every car driving around them - and it's time something was done about those 2-Wheel Non-Drive vehicles they call bicycles.

Pushy pushbikers, they're always whinging about how dangerous it is for **THEM** on the roads, but it's actually us gentle harmless car drivers in our small vulnerable metal-enclosed cars who are terrified of cyclists and their pedal-powered "death-machines". Notice how cyclists go out of their way to break every road rule? You could be waiting patiently in a traffic jam, but a 2-Wheel Non-Driver thinks they're too good for that - they'll just get off their bike, lift it up on to the kerb, and walk it along the footpath! If I picked up my Hyundai Sportswagon and walked it along the footpath there'd be a big hoo-ha, but cyclists do whatever they like; such arrogance! And the way they park their 2-Wheel vehicles wherever they please, just chaining them to a light pole or a park bench - why don't **THEY** have to pay 32 bucks an hour to park in a multistorey car park with no safety barriers on the 8th floor?

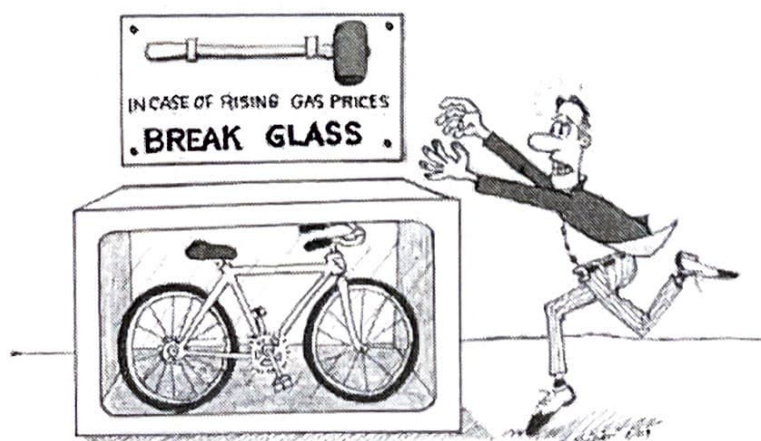
Cyclists don't seem to care about road safety either. Sometimes when I open my driver's-side door without looking, a cyclist will ride up really close and try to rip off the door with their upper-body - I don't understand this extreme hostility towards us! Or around primary schools when cyclist-parents pick up their kids in huge oversized off-road bikes with a kiddie-caboose on the back! - they'll ride those huge monstrosities right up to the school gates where little children are wandering around, it's downright dangerous! Why do they need such enormous bikes anyway? If you're a farmer-cyclist or a tradie-cyclist, fine, but for school pick-ups? Outrageous!

And, of course, there's the brutish aggression of racing-cyclists on souped-up hoon-cycles: last Sunday I was driving along a bayside road, innocently weaving in and out of the bike lane, and a whole gang of cyclists tried to overtake me **ON THE INSIDE** at reckless speeds of up to 20 kilometres an hour, forcing me to swerve dangerously back into the car lane! I could've been killed, but I was too scared to say anything to them - they looked very threatening with their hairless calves and taut torsos. Some of the men even appeared to be concealing small metal-pipes down the front of their cycling shorts to use as weapons.

And one more thing: I'm fed up with their general sense of superiority. They think they're so eco-conscious but I've seen cyclists riding up hills, huffing and puffing and emitting their fair share of CO₂ - if cyclists want to reduce carbon emissions, the least they can do is cut back on exhalations. And OK, maybe they're slightly more fit and healthy, but do they have to taunt us so cruelly by wiggling their sexy pert buttocks in our faces as they ride by? It just makes us feel insecure and unattractive, sitting in our cars, our arse-flab dribbling over the edge of the seat into the little gap where the handbrake is.

Pushy pushbikers: it's time they showed a little consideration for us poor victimised petrol-dependent parking-overcharged traffic-jammed ozone-depleting beanbag-bummed motorists. And I even haven't even mentioned those 4-Wheel Non-Drives - the recumbent-bike. Just keep right away from those big buggers or you'll get viciously sideswiped by a bearded old hippie with an engineering degree.

Melbourne Age, 4 June 2011 - Danny Katz.



The Endeavour Challenge 2011 - Sunday 19th June

President John, wife Karen and Jim Adam travelled to Toowoomba for the Tour of Toowoomba Endeavour Challenge. While John and Karen extended themselves on the 110k ride, Jim conserved his energy for the 80k ride.

When Jim went to his car at 6.00am to find a parking spot close to the ride start, it was a chilly 4 degrees with the windscreen and windows covered in ice. The windscreen washers cleared a couple of circles and with window down Jim headed to the nearby servo. It took five minutes to scrape all the ice off. After riding 3k back to the motel for breakfast his fingers in fleecy lined gloves were still freezing.

At 8.00am the 30, 80 and 110k riders were flagged off by an Endeavour client led by famous cycling great Phil Anderson. Heading north on the Crow's Nest Road, the pack was piloted by a highway patrol car and escorted by 3 police motor cyclists who ensured we could run all the red lights. About 3k out of town we encountered thick fog which we rode through for over an hour. The fog was so cold Jim's sunnies fogged over. After removing his sunnies his spectacles froze over and he had to ride for 15 minutes holding his glasses. It was an eerie experience riding with 50m visibility and catching glimpses of yellow jerseys ahead.

Heading North West the ride passed through Munganden on the way to Goombungee (bungee jumping capital of the Downs). Between these two towns Jim met up with father and daughter team Ross and Alex from Toowoomba who became his ride buddies for the next 50k. After a rest break with fruit and muesli bar provided, the group headed south on the Kingsthorpe Road with the 110k ride turning off to Oakey and return. Jim noticed a road sign to Gomoron which he thought could be the ride slogan.

Phil Anderson and the riders from the Wynnum Touring Bike club claimed the ride to and from Oakey past the Army Barracks, was too flat and boring!

After a rest-break riders faced the hardest 22k of the challenge – headwinds and lots of uphill. The cruellest part was the 2k incline up Bridge Street so we could enjoy a brief downhill to the finish in Lindsay Street adjacent to King's Park.

The Toowoomba Cycling Club had organized club competition rides around the Park for juniors and seniors. Many of the challenge riders stayed to watch the Criterion, the final event of the three days Tour of Toowoomba.

This was the second year for this event. Come join your moronic friends Jim, John and Karen, next June in Toowoomba,

by Jim Adam

Karen's postscript to Jim's Toowoomba Endeavour Challenge story

Thank you Jim for detailing the coldest ride (temp range 1-14 degrees) I have ever done. It was definitely a "Challenge", but well worth our weekend adventure. The

first 20km featured low visibility, fog, frozen fingers and toes and the last 20km for me included cramping legs – and arms, whenever I even sighted a hill! (I'd spent my cookies!!) But the middle 70km was unreal; beautiful sunny undulating countryside, quiet roads, friendly locals at rest-stops – just great.

A highlight of our weekend on Saturday was watching the finish of Stage 2 of the professional cyclists "Tour of Toowoomba". The peloton had ridden over 100km down the range east through the Grantham area, finishing with a tough 5km steep climb back up to the top – and it still ended in a sprint! Gritted teeth, anguished faces, and hard core efforts from the lads...

Then on Sunday, around the 80km mark of our ride, the Stage 3 peloton came charging down towards us! A leading police escort promptly ejected John and I off the road into the long grass, where we watched the approaching escort vehicles and media helicopter followed by the lightning-fast cyclists, zipping past. Very Cool!! Despite waving madly at the cameraman in the chopper, we sadly were not considered photogenic enough to grace the SBS "Cycling Central" TV report, which featured the next weekend. Bugger!

Anyway, I recommend this weekend adventure to Club Members next year; just pack your mittens, scarves and beanies!



This is Ethiopia

As I organise for the leg into Sudan, I have been 31 days in Ethiopia, a land which:

1. Is coffee
2. Diverse in culture
3. Rich in History
4. Rugged in the grand sweeping vistas of tall sky eviscerating mountains
5. Inland and East of the Horn of Africa bordered by Somalia, Djibouti, Eritrea, Kenya, and Sudan

On May 1st the road through Bandit country was taken to the Ethiopian side of Moyale, a town which is split by the Kenyan/Ethiopian Border. The old road was well built by the Italians in 1940, but neglect had relegated it to a rutted potholed 500 km test of bouncing endurance and patience; vehicle average speed 20 km/hr. Marauding tribesman patrolled this sub-Sahara desert, opposing tribesman with assault rifles, marked territories. Who was friendly and who was not was best not tested! Passage was only made with armed soldiers... a government command!

The diversity of the culture is incredible. We camped while travelling through the Southern Ethiopian plains and joined the tribes in their villages to dance and jump at night. Some indeed are the famous jumping Maasai. The Samburu invited us to swim in the muddy soup of Samburu River, so roasted by the desert sun, it felt hot at first touch. Men were separated from the girls as there are no bathing suits or budgie smugglers for desert herders or for us either!



Hospitable to the core, they offered to circumcise us to bring us up to warrior status; with below the belt sign language, I diplomatically signalled that warriors in the lands over the seas need all the bits they have to impress potential brides! One lady lacking the betrothal neck rings flirted with me... she must have thought I had a thousand cows! I gave no answer and took only pictures and left only my foot prints in the sand. (A tribesman must be wealthy to gain a 5th or 6th wife and have at least a thousand cows.) We left, being friends with all the tribes but I knew these proud spear and gun toting tribesman carry the penises of their victims, preserved in butter to impress prospective brides.

In high-end night clubs in Addis Ababa, the tribal moves were compounded into the rapid gyrations of modern dance and... could they dance! This time we watched the same themes but modern and to the faster strobing tempos of modern drums and instruments. We then joined the celebration of a western-dressed wedding party, where shoulders; heads and shoulders make the staccato wild beat throb in the surrealism of strobing coloured light.

They danced with all the ferocity of a 2700 year old civilization and the endurance thereof. I quit long before any of them!

One of Ethiopia's most famous citizens, the Australopithecus Lucy; 3.2 million years old, was found here and walked on two feet. It was a fitting beginning for these dancers. It is believed that early homo-sapiens originated here 160,000 years ago supporting the myth that Ethiopia was the Garden of Eden. Archaeological evidence of advanced civilization was dated to 1500 BC but the real history begins in 700 BC. A temple dated to 500 BC stands in Yeha with mortarless block quartzite stone walls still standing 15 metres high after 2500 years, a testament to precision and engineering in one of nature's hardest rocks. I wondered at the precision; 2500 year old walls and so true, a paper leaf could not be pushed between the blocks. How did they machine these blocks? Only rare minerals; carborundum, garnet and diamond are harder!? Indeed Egypt may have pyramids but these are free standing walls, not a mere solid mass!

Ethiopia is the longest-standing Christian Nation today and the acceptance of Christianity was superseded only by Armenia in ancient times. Ancient churches are to be found throughout the land. Monasterial churches are cut from solid rock on mountain peaks. In Lalibella; an ancient capital, churches are built from rock hewn monolithically from solid Basalt; pillars, roof, cisterns, steps, entries, windows, all made from one solid piece of rock. The modern world casts concrete; these artisans cast in rock. Notable is the church of St. Mary of Zion in Axum, custodian of the "Ark of the Covenant" or so the Ethiopians believe, and brought to Ethiopia by one of their greatest emperors, an illegitimate son of the Queen of Sheba and King Solomon.

Beside the deserts, three rugged mountain ranges dominate Ethiopia; The Bale Mountains. First I climbed to the top of Sunnate Petto 4300 metres and felt the nausea of altitude sickness. On top there were two preteen herders, brother and sister scrambling after their 100+ goat herd, toes poking through holes in their oversized shoes running on the cold and sharp rocks, fending off the elusive Simien wolves.

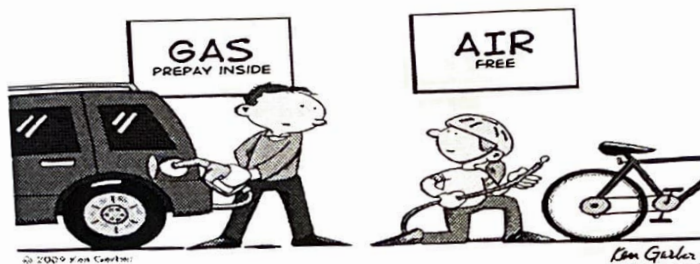
The Adwa Mountains; one mountain pass after another causing us to repeatedly hairpin down 1000 metres and back up another 1000 metres. The Blue Nile gorge was 5 km across and 1.5 km deep and we hair-pinned down and up for 2 hours before reaching the other side. The Semien Mountains served up more hair-pinning passes with basalt obelisks stabbing up 4500 metres which shadowed us in the passes.

Coffee was first discovered in Ethiopia by an observant herder seeing a re-frisked goat after consuming a plant's cherries and leaves. Ever since then, Ethiopian coffee is the standard against which all coffee is measured. The Italians came to invade Ethiopia a 2nd time in 1936 and stayed for five years. The Italians brought spaghetti and put the word Chow in the Amharic language, a language as old or older than Latin; the Ethiopians gave them coffee in return. In Ethiopia coffee is not just the national drink but also a ceremony to enjoy, starting with the aromatic roasting and grinding of the beans.

The five years of Italian occupation was the only period of occupation that the Ethiopian Empire ever endured. Ethiopia alone, of all African countries has no notable colonisation. Ever since the beginning of time Ethiopia and Abyssinia has withstood invaders; Sabaeans,

Dervishes, Nubians, Persians and the Italians twice. The rich trading empire, one of the largest in the ancient world was composed of South East Sudan, the Arabian Peninsula, and Eritrea. Alexander the Great dared not invade Ethiopia. The Abyssinians traded with the Nubians, Egyptians, Sudanese, Greeks, Romans, Persians, Indians and incredibly the Chinese!

In their modern lust for firewood and timber Ethiopians have depleted much of the forest. This ancient proud land is the last influenced from the other side of the world. Eucalyptus trees; stringy bark and blue gum will make Australians feel at home. New meets the old!



Rob Coles' "Buderim Boot camp!!" – Sunday 3 July by Karen Pearson

Since joining the club a few years ago, John and I have noticed that rides featuring Buderim are conspicuous in their absence. Can't quite figure out why! There are beautiful views, thrilling descents, classic old homes, leafy tree-lined streets... Oh, did you say there are hills? ...Well yes, some of the climbs are pretty rugged – hence Rob's Boot camp being aptly named.

On Sunday July 3, a brave bunch of about a dozen of us faced Rob with a sense of intrigue and/or trepidation, ready for marching orders. What followed was a navigational odyssey throughout Buderim, up, down, around and through gravel, grass, mud, roads and bikeways, steep steps up, steep ramps down, next to lakes, old homes, historic tramways, mansions and shacks. There were 6 spills, mostly in slow motion thank goodness. However Greg's gets a special mention. (When someone calls, "Mud! Look out!" and promptly dismounts; this to Greg means time to be Macho Man and get up and honk through said mud – result – very amusing mud splat and wearing my "I told you so" with his muddy lycra!...) Sorry, Greg, I had to do it.

Though we all had a good crack at the hills with some rubbery legs at times, hill climbing kudos must go to President 'spotty jersey' John, 'muddy' Greg, and 'I-think-I-can' Sally, who seemed to conquer the inclines the best. Smart awards go to the girls, Pat, Sally and yours truly for wearing sandshoes, hence coping with the stops and starts, varying terrains, stairs and steep ramps, which were dicey, wearing cleats. Super Smart award goes to Michael, who added a mountain bike to his sandshoes!

But most prestigious award: Ride Leader Extraordinaire, goes to Rob for not only bravely adding this ride to the calendar but doing 2 reconnaissance rides to check all the links and then REMEMBERING all the twists and turns with a photographic mind! WOW!

Thank you Rob, for thinking outside the square. John will follow the idea up with an up and coming "Coolum Booty Camp", so stay tuned....

SNAPSHOT - from the Phantom

It is June 1940, the German Forces have occupied Holland and the 10 year old John Borren is unaware that his father, the Dancing Instructor in Voorst, their home town, is a member of the Dutch Underground. This was until his parents began hiding allied escaped POW's and ditched airman in their house, prior to delivering them to other cell groups on their journey home.

Borren Senior taught dance in the studio on the ground floor of their home, and in the evenings would meet his Underground cohorts in a specially prepared bunker which they used as a base for sabotage operations. Young John, then 13 years old, would assist with escapes by scouting 100 meters ahead toward the border crossings, and if the road was manned by German soldiers, would warn the group behind, by shifting his school satchel to the other arm. The escapees would then return safely to try another day.

After the war John completed Technical College as an instrument maker. He was conscripted into the Dutch Army in 1949, where he became an NCO and sports instructor. Released from the army when his father passed away, John took over the family dance tuition business and supported his mother and siblings. He taught many attractive young ladies from the town to dance.

After John's mother remarried a few years later, John and his fiancée Frederika (Re, a sports teacher who banned John from teaching young ladies to dance), decided to immigrate to New Zealand. There John worked for General Motors in Wellington for 10 years, obtaining his Engineering Certificates. He and Re had two sons, Michael and John.

In 1972 they started their own business manufacturing aluminium doors and windows. Starting with 3 staff, this grew to 20 employees by 1985. Son John Jnr. is now an internationally renowned photographer in the UK, while Michael manages the family business in NZ, with John remaining MD.

John has always been a great competitor, and loves to win. He excelled in sports since he was a child, particularly athletics, table-tennis and ice skating. He began cycle road racing at 40, having many wins, culminating in the 300km NZ Masters, which he won at Dunedin in 2000 when aged 70. He then went on to win at Wanganui in 2003 and Hamilton in 2006.

Jet boating was another passion; John and his son Michael won the World 4.2 litre Championships in 1983. John's study walls are heaving with medals and trophies signifying his skills and determination. He is especially proud of his OSCAR trophy for ballroom dancing.

Also a keen traveller, John has visited every country except India, Russia and Japan. He will travel to the East Indies this year.

Just pause for a moment to consider this amazing man's milestones during his very active life.

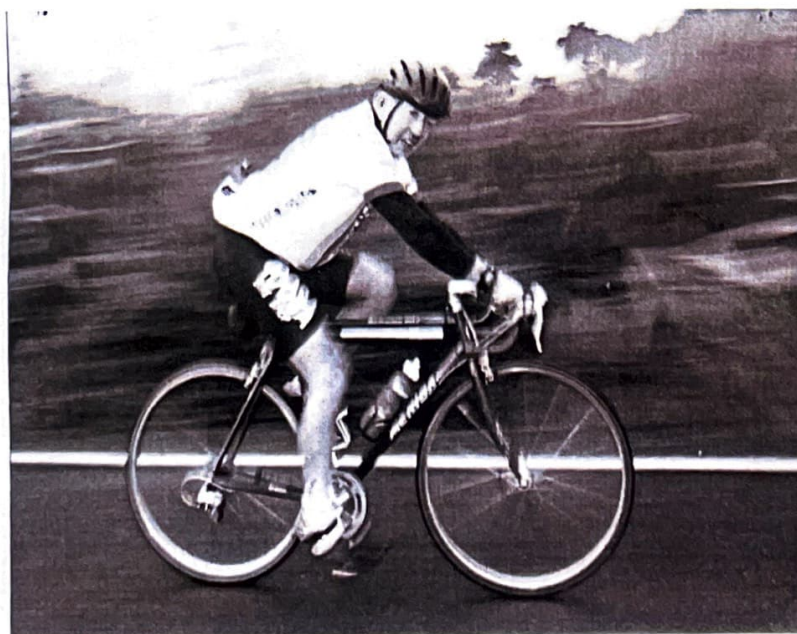
- Dance instructor and competitor
- Rescue instructor
- Toolmaker
- Engineer

- Institute of Management achiever
- Managing Director of his successful business
- World Jet Boat Champion
- Athletics Champion in triathlon, marathon, cross-country and sprinting
- Ice skating champion up to 200km
- Cycling champion
- Sports instructor
- Army NCO
- Volunteer charity worker
- Treasurer of the SCBTC
- President of the SCBTC
- Completed the NZ Outward Bound course
- Promoter of National Geographic Society
- Successful husband, father, grandfather, (and laterally boyfriend)

Even today, at 80, John every week

- Cycles 4 times
- Plays golf 3 times
- Dances twice
- Goes to the Gym
- Enjoys water aerobics

John's secret to his active, competitive life appears to be the glass of wine he enjoys with dinner. Now semi-retired in his home at Kawana, John sunbakes nude Euro style in the privacy of his back yard; only on sunny days, so visit him when it's cloudy.
What an icon we have as an SCBTC member!



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

Everyday cycling every day

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*Stories, articles and photos
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