

Sunshine Coast Bicycle Touring Club Inc



Newsletter



Autumn 2012

The Sunshine Coast Bicycle Touring Club Inc.

Management Committee

President	John Pearson	5446 2879
Vice President	Roger Watson	0428 760 476
Secretary	Chris Small	5448 5001
Treasurer	Paul Glass	0414 297 612

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Ride Calendar Editor	Tom Shapiro	5443 1258
Newsletter Editor	Lorraine Stocker	5437 7881
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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
33km	Michael Jacobson,
35km	Daniel Bateman,
40km	Simon Covey, John Pearson,
Sunday	Rob Coles, Roger Watson, Chris Small
Sunday MTB	Frank Hobbs, Matt Hawkins
Sunday Split	Daniel Bateman, Vince Whitburn

Contacts:

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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.

Presidents Report Autumn 2012

Welcome to our first newsletter for 2012. It is great to see the new club jersey design that has been taken up by so many members. No one can miss seeing the hot pink or hot red as we ride our bikes on the Sunshine Coast. Let's also say a 'well done' to Robyn for all her tracking and processing of all the jersey orders.

We had our biggest roll up for our Christmas party at Kawana Bowls Club. A big thank you goes to Sally, Donna, and Tom for all the planning and work they did to make it a most enjoyable party with the delight of some lawn bowls.

Most people have paid their membership fee for 2012. It is slowly getting through that membership runs from Jan 1st to Dec 31st each year and the best way is to pay into our club bank account. Pay your \$24 first family member and \$12 second family member to: National Bank BSB:- 124 001 Account Number:- 10345377.

As Ian our webmaster has done so much work on the website this year each member can login and update personal details, check membership is paid, download forms such as ride leader sheets, newsletter, membership forms etc. If you are not sure how this all works just read the document Ian has a link to underneath the login section.

It is important that we continue valuing all members and seek to meet everyone's cycling desires. Please put forward your ideas for rides and offers to be a ride leader or organiser. I would encourage everyone to have a go at being a ride leader but if you're a bit apprehensive you can pair up to learn the ropes.

You will notice on the ride calendar:

1. We are trying the Sunday Splits again to see if we can muster some more support for this ride. The Sunday Splits rides which are for the Sunday riders who want to cruise along like the Sat 20km or 30km riders. Please support and give your feedback if you wish to see these rides continue, but if not they may be discontinued.
2. Also you will see the Sat 33T. This is a trial of a slower tour pace. It is ideally suited for those with hybrid and mountain bikes or road bikes looking for a slower ride. The pace will be around 25km average speed on the flat and it is anticipated to attract riders from the 30km and 35km ride groups looking to ride at a steady pace. It will be called the 33km touring group. It is good to try new ideas as it may hit the spot just like the ARSE seems to have.

Again in March we have Bike Week throughout Queensland, so encourage friends or interested people to join us on our 'come and try' days on Saturday 10th and 17th March 2012. (Although every ride is a 'come and try' ride.) If you have questions or concerns please share with anyone from the management committee. We do wish to continue to grow the club and encourage others to enjoy cycling as we do.

Cheers
See you on your bike
John Pearson

Heather and Geoff's visit to the Verdun Area in France

(Late May and early June 2011)

On our last trip overseas an area that was very moving was the northern part of France as it has many war memorials and various cemeteries in most towns and villages as well as along the sides of the minor roads that we used.

On the day we rode into Verdun we first visited an American War Cemetery which is near Romagne-sous-montfaucon being the biggest American War Cemetery in Europe. This enormous cemetery covers 52 hectares and was very moving to see with all the white crosses stretching for what seemed miles. Every cross had both a French and American flag in front of it and the grounds were immaculately manicured. There are 14,246 graves where the names are known and a further 486 unidentified graves. As well, there are records of 954 missing people. What a waste.

From there we then rode through a number of small villages that had American monuments before coming close to Montfaucon D'Argonne where there is an impressive American monument that was once a hilltop village that was totally destroyed during WW1. We saw another American monument from afar as access was on another road that was out of our way. There are many other French monuments and also German war cemeteries where all the crosses are black. We then rode on to the Forest du Mort-Homme and actually rode into a monument called Cote 304. The name of the forest says it all.

We stayed in Verdun for three days and rode into the Forest du Verdon on one of them. There are monuments all over the place and in many cases the need to meet the tourist has meant that some of the old forts and areas have been changed to suit. It is possible though to go off into the forest and as we had our bikes, we made good use of them. Fort de Souville is one of the smaller forts that were in the area. However, it has not been touched and the remains gave us a lasting impression of what it must have been like back then. Dug into a hill there were different levels of tunnels that could be seen. However, we were not very brave and did not venture inside far.

On the way back to the road we came across what was a field hospital. There are really not a lot left though. All it looked like was a row of domed constructions about 20m deep dug into the side of a hill. It would have been very primitive. There are two big forts in the forest namely Fort Vaux and Fort du Douaumont though with bitumen and car parks all around and the fact that you have to pay to enter, it was not our scene. No doubt the insides were vastly altered to suit the tourist trade. We did walk around Fort de Douaumont and were surprised to find that old barbed wire and sharpened pickets were still in place from WW1. The whole area of the Forest du Verdon has been left as is was back then with really only small areas being changed and trees have filled in the blank areas.

We came across a fairly well preserved communication trench and some casemates, (a fortified gun emplacement or armoured structure, from which guns are fired) still in place. There was also a monument to Maginot for some of the work he had been involved in during WW1. The Maginot Line was his invention though it was not one of his better ones as having a line of fortifications linked by underground tunnels had some very obvious flaws, so was it was unsuccessful. We came across a couple of graves 40 metres off the road in a thick forest area which really made us think; though there must be thousands of remains spread through the forest. The whole forest floor still is very uneven and the crater holes that were left from continued shelling can still be seen.

Douaumont French Ossuaire and Cemetery are also very large and sit on the top of a hill. Once again the field of crosses spreads for ever. During the 300 days of the Battle of Verdun

(21 February 1916 – 19 December 1916) approximately 230,000 men died out of a total of 700,000 casualties (dead, wounded and missing). The battlefield covered less than twenty square kilometres. The ossuary is a memorial containing the remains of both French and German soldiers who died on the Verdun battlefield and were not identified.

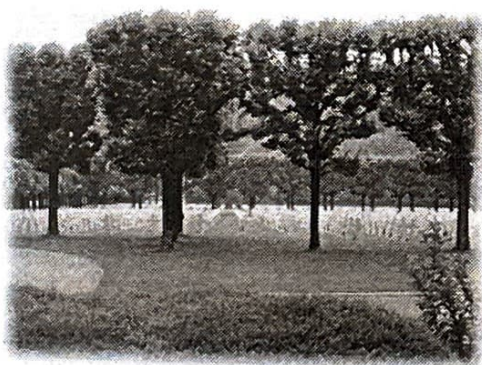
The town itself had a number of memorials though the tour of the Citadelle Souterraine gave us a great insight into what went on in WW1. Today's visitors just visit some of the underground galleries on board a small train. The tour gives insight into the life of soldiers during the First World War. At the end, you can see a reconstruction of the selection of the Unknown Soldier. There was a bakery there that was operational 24 hours per day but even so, the soldiers at the front would only be fed every 2/3 days. Imagine having to fight on an empty tummy.

In the area surrounding Verdun we came across WW1 and WW2 monuments and on our way out we even saw monuments that commemorated the Prussian War (19 July 1870 – 10 May 1871)

We should be able to provide some more details of this trip later.

New Zealand is our next adventure in February 2012.

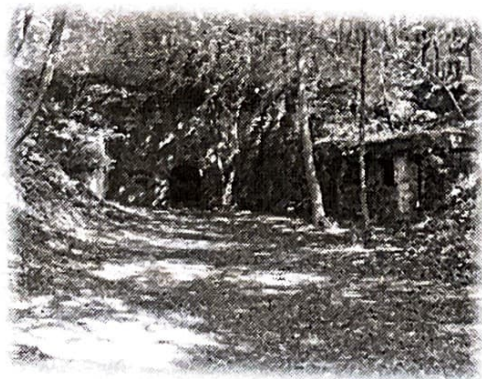
Geoff and Heather Christmas



American WW1 Cemetery



Close up of the crosses



Fort de Souville



The Field Hospital



Inside Douaumont French Ossuary and Cemetery

Cycling Through France — narrated by John Borren

The organisers UTracks Loire Valley Bike and Barge Tour departing every Saturday until 24/09/2012.

The tour costs \$1,590 per person and includes seven breakfasts, six lunches, seven dinners, seven nights' accommodation in bunk bed cabins with shower and toilet, bicycle with 21 gears and cycle bag.

Visit to a castle and winery. Tour leader, transport between Paris' Gare Du Nord and the barge.

Call UTracks on 1300 303 368 or www.utracks.com

Programme — Day one

The barge is in the village Cour-Les-Barres. 55km ride to Fourchambault — Nevers — Apremont and back with one easy hill.

Day Two

Easy 45km on cycle paths, visiting two wineries and a farm. Meet the barge in Menetreol.

Day Three

Up the hill to Sancerre — a wine-making centre. Visit a small family owned winery. Total distance 60km back to the barge in Beaulieu sur Loire.

Day Four

An easy 40km ride finishing in Briare.

Day Five

Cycling from Briare to Rogny les sept ecluses.

Total distance 70km. This is as far as the barge travels.

Day Six

Cycle to Chatillon Coligny, a small town of 2000 people. Cycling 58km with an afternoon visit to the Chateau de La Bussiere.

Day Seven

Packing up and return to Paris.

A SHORT HISTORY OF THE BICYCLE by Nana Ollerenshaw

It has taken several hundred years for the bicycle to become what we recognize today.

An early 'relic' in 1790 was the French 'Celerifere'. A seat and four wheels, with no steering or pedals, the rider pushed off to glide.

In 1817 Baron Von Drais invented his 'Laufmaschine'; two wheels and a wooden seat to hasten his walking pace around the royal gardens.

The wooden 'Velocipede' of 1865 had pedals on the front wheel. The tyres were metal. This contraption on cobblestone roads was aptly called the 'boneshaker'. It was used in indoor riding academies and was faddish but popular.

The first all metal structure, the Penny Farthing, appeared soon after. The word 'bicycle' was born. A rubber-tyred high front wheel the length of a man's leg, allowed further travel with one rotation of the pedals. For the first time riding could be called comfortable – but pitching forward and falling, often trapped the rider under the handlebars. Ladies in long skirts and corsets rode in a more dignified manner on adult tricycles.

There followed many experiments with bicycles, encouraged by the advances of metallurgy. Metal strong enough for chain and sprocket and light enough to be driven by human power, was eventually perfected. Today's diamond frame with equal wheels and straight or drop handlebars came into permanent vogue. Dunlop's invention of the pneumatic tyre brought comfort and safety together. At last riders were cushioned from the rocky teeth of the road!

The fun-loving 1890's in the US owes much to the bicycle. Bikes were more affordable and gave people mobility and flexibility for leisure. Ladies' clothes were adapted to the activity. The bustle and corset gave way to bloomers and 'pedal pushers'. Bicycles seriously helped to emancipate women.

US kids' bikes after WWI were designed to ape motorbikes, be glamorous, ostentatious and heavy. Kids still managed their tricks on 65 pound show pieces.

Mountain bikes, once called 'clunkers', evolved in the 1970's.

Innovations in the first half of the 20th century produced the familiar quick release wheels, derailleur gears, cable brakes, use of aluminium alloy, titanium and carbon fibre. Aerodynamics became a science.

As described, bicycles didn't happen overnight. They evolved over a time-line of experimentation. They were connected to the progress of the motorcar and even the aeroplane. (The Wright Brothers fixed and sold bikes as a business) - benefiting from the materials and knowledge from those industries.

Next time you jump on the bike, think about what you are riding, where it came from, how it has affected people's lives – and the small wonder that it is.



A Cautionary Tale

A couple of weeks before Christmas, coming back from Caloundra after having coffee with the Tuesday riders I had an unfortunate experience. One that left me feeling quite low.



The front peloton were a little way ahead of me, and as they turned into Creekside Drive, they decided to stop and wait. I turned the corner and keeping left coasted to a stop. Suddenly the ground went from under me and I was left with my knees seemingly around my ears. Being a bright and observant lad, I eventually deduced that my rear wheel had dropped between the bars of a drain grate! Dismounting my trusty steed, I found that the rear wheel was tightly jammed between the bars, the bike resting on the derailleur.

Luckily, I had not come off the bike so only my feelings were hurt. Yanking the bike up out of the drain, I found that the wheel was buckled and the rear derailleur bent. My fellow riders had plenty of ready advice. In the event, I was able to ride home and take my bike to the shop. They reported that the derailleur could be fixed but the rear rim was bent and should be replaced.

My next step was to contact Bicycle Queensland for advice (I'm a member after all). They suggested I write to the council, commenting on the unsafe road infrastructure and requesting immediate repayment for repairs to my bike. I followed their advice, including a picture of the offending drain cover in my letter.

Sadly, my tale does not have a happy ending. The reply from Council stated that the grate cover is of "an approved design according to the relevant Australian standard." Further, that "the Civil Liability Act of 2003 has provisions relating to Local Authorities." They are not liable in issues of obvious risk, etc, etc. I'm sure the Council have an escape clause for every eventuality. So basically they are refusing to pay up. Go figure.

This style of drain cover is being installed everywhere on the Coast. With bars running parallel to the road it is an obvious danger to cyclists. With bars about an inch apart, a standard road bike wheel will just drop in nicely. The older style covers have a cross-hatch design of bars running at an angle. So my advice to fellow riders is: stay out of the gutter.

Tom



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Mountain Biking by Judee O'Leary



I got a copy of the book *Where to Mountain Bike on the Sunshine Coast* and thought I would try out some of them solo as the MTB rides seem not to be happening that much.

I kind of got the bug after doing the big Rail Trail ride to Blackbutt some months ago. I have so far tackled Ewen Maddock trail, Dularcha Trail and Eumundi Forest. Ewen Maddock is easy and so is Dularcha; being an easy 10klm return, with coffee

shops at both ends and impossible to get lost.

I did Eumundi today; a bit tougher even though it was marked easy in the book. Plenty of places to get lost, but I have recently acquired a Magellan Handheld GPS, so it's fairly impossible to get lost. It had been raining the night before so lots of mud and creek crossings. Some of the tracks were more like goat tracks, but then I don't think I always went the right way. Dularcha Rail Trail and Eumundi were very sunny, hot and sweaty days, temps got up to 35c at one point on Dularcha. Well worth the effort though; to get out on the trails. No cars, walkers, kids, dogs or even any other riders to distract you from the sounds of the birds and the smell of the forestry and you can keep both eyes on the trail!



Judee's bike with GPS



Dularcha Rail Trail Tunnel





Night lights ride. Over 50 people of all ages, including a couple of babies in bike carriers went on this fun ride.



Just a few club members



Peloton by Nana Ollerenshaw

Bright
glimpsed before they pass
in perfect block formation
shock of birds
flying all as one
on graphite wings.
Tyres make the tarmac sing.
Everything designed
aligned to let the air
pass over them,
be gone,
each heart a private goal
apart.



Bicycle Queensland

Everyday Cycling Every Day

Many members may be aware

works to:

- Increase cycling facilities
- Make roads and bike paths safer
- Encourage more people to cycle

BQ provides great FREE membership

- Personal accident insurance
- Third party personal liability
- Twelve month subscription
- Twelve month subscription
- Discounts on entry to cycling events in Queensland
- Discounts at many bike shops
- Free legal assistance for cycling
- Advice on most cycling issues
- A contribution to national cycling

Please help cycling and yourself by joining today. Call phone 3844 1144 for membership details or \$125 for households – (pens)

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STORIES, ARTICLES AND

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This newsletter is

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)

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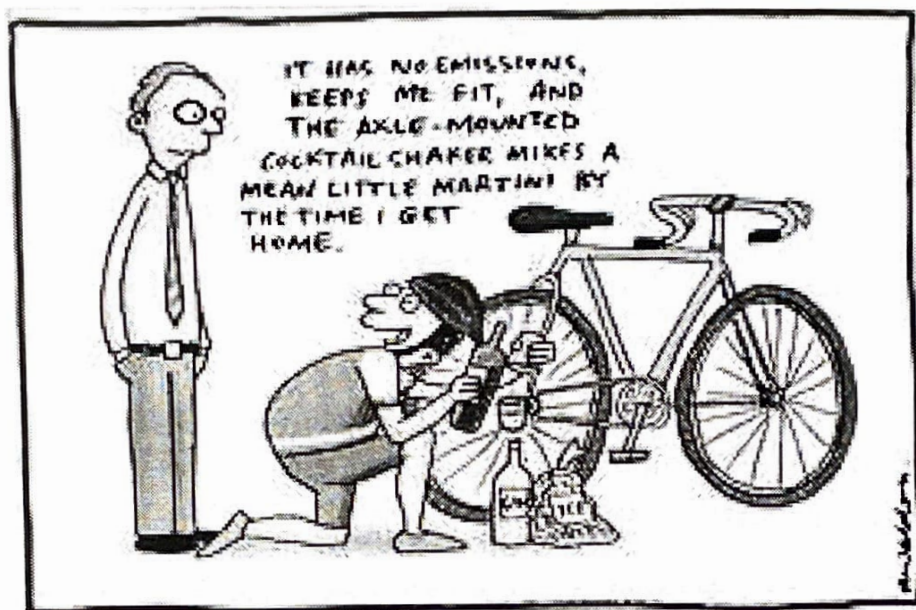
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**STORIES, ARTICLES AND PHOTOS WILL BE GRATEFULLY WELCOMED FOR
THE NEXT NEWSLETTER - ED**

This newsletter is available in full colour at sebtq.org.au



Three Bicycles For Sale:

1. **PACIFIC** --Steel frame Folding, 6 speed, 20" wheels, had little use but neglected, needs a good clean up and service. \$80
2. **Giant-Half Way**-- fully folding, nifty little bike, Aluminium, 20" wheels, 7 speed plus 2 front chain rings. \$250
3. **ON YOUR BIKE- HORNET MTB**, Very Rare Full size fold up, 26" wheels, 24 speed, front and rear suspension.
* Wheels, tyres, rear cluster and derailor have been replaced. \$350

Contract:- Roger Watson 0428 760 476

Let me tell you what I think of bicycling. I think it has done more to emancipate women than anything else in the world. I stand and rejoice every time I see a woman ride by on a wheel." ~
Susan B. Anthony, 1896