



October 2006

## Inside this Issue

- 2** Canola Canter Ride in Junee  
Laurel Hill  
Regular Rides  
Rutherglen
- 3** Shelley  
The Colossal Magpie
- 4** The Colossal Magpie  
(cont)

Bicycle Wagga Wagga  
PO Box 5789  
Wagga Wagga NSW 2650

[www.bww.org.au](http://www.bww.org.au)

## Club Night

Where: **Scribbles Cafe, in Fitzmaurice Street.**

Time: **6:30pm for the optional dinner**

**7:30pm for the meeting and Guest Speaker's address**

When:	Guest Speaker:	Topic:
Thursday, October 26 <sup>th</sup>	Greg Fell	The Fells' Cycling Experiences

Please note the change of day from Tuesday to **Thursday**. Come along and enjoy dinner before the meeting. Scribbles have an array of food that will satisfy all but the most fussiest of eaters. Even if you don't have dinner, have a coffee and cake. Your support is encouraged.

## Ramblings from El Presidente

Hasn't the year flown! Here it is the AGM has come and gone again and we are staring Christmas in the face. Welcome to the new committee, being Heather Pearce (Secretary), Graeme Buchan (Ride calendar coordinator), Ray Stenhouse (Webmaster), Michael Smyth (Asst Webmaster), Peter Butler (Advocacy), Peter Makin, Peter Sweeney, Lyn Stenhouse, Bruce Hackett and Andy Falconer (Publicity). My thanks again to all who help to make the club and the rides happen and be enjoyable.

We've enjoyed some good rides lately to Junee and in Rutherglen and our regular rides are always a great time. It's been good to see some new riders lately and some new members.

The Rail Trail proposal continues to spark controversy. The affected landowners are very active in opposition and we need to be active in showing our support. Keep it before your favourite councillor (or any other one as well). The council did pass to motion for a letter of support for the detailed design stage so keep pressing. Good to see Jan

Hay elected as Deputy Mayor as she has shown an interest in cycling matters.

Unfortunately this will be my last ramblings as I have accepted a new job on the Pacific Highway and based in Newcastle and will be moving north shortly. Cycling with Bicycle Wagga Wagga has been one of the great delights of our time in Wagga Wagga and I will miss the club and its people very much.

Thank you from both of us for your friendship and support and the good times we have had. We look forward to hearing of the ongoing adventures of the Wagga Wagga crew.

*Greg Fell*

## Riverina Highlands Rail Trail

During September the Riverina Regional Development Board spoke at the Council's Works Committee meeting asking that they consider a motion to recommend support of the funding application by the board for Federal funds for the detailed design phase of the proposed Riverina Highlands Rail Trail.

The Secretary of RHRT, Paul Gordon-Smith, addressed Council in support of the motion. The Works committee passed a recommendation for qualified support of the funding application.

Council met on Monday 25 September and this resolution was adopted.

As mentioned in the President's Ramblings it is now time for cyclists to show their support of this proposal. Email or write to the councillors to let them know that there are people out there that do want this to go ahead.

[www.rrdb.com.au/railtrails](http://www.rrdb.com.au/railtrails).

## Canola Canter – Sunday 8 October

Experience a springtime scenic ride exploring the countryside around Wagga Wagga.

Audax rides are friendly, low key and non competitive events held on open roads where the participants are challenged to complete the distance within a generous time limit.

You have the choice of 3 rides –  
**50km** Wagga-Millwood-Wagga,  
**100km** Wagga-Marrar-Coolamon-Millwood-Wagga or  
**200km** Wagga - Marrar-Coolamon-Millwood-Wagga-Wantabadgery-Junee-Wagga

For further details and an entry form phone **Ray Stenhouse** on **0418 400 455ah** or log onto our website [www.bww.org.au](http://www.bww.org.au) or email [secretary@bww.org.au](mailto:secretary@bww.org.au). This could be the most fun you have all October.

## Ride In Junee Sunday 22 October

Bruce and Jeff have organised a fantastic route taking in the sights of north Junee.

We will leave the IGA carpark at 2pm and make our way out towards Illabo for a leisurely 40km ride. They will point out places of interest along the way before making our way back to Madisons Café and enjoy the fare on offer.

Why not get a group together and ride over to Junee in the morning and visit the Licorice Factory then travel home via car?

Our normal Sunday ride in Wagga will still be catered for on this day so if you can't make Junee still turn up at the beach and the leader will take you around Wagga.

## Return to Laurel Hill 24/25/26 November –End of Year Ride

David Glastonbury is busily organising a repeat of this fantastic weekend of socialising and riding based at Laurel Hill.

The weekend will be a shared weekend with BWW and Pedal Power Canberra. This year other clubs that are invited include Sydney Bike Friday Club, Coota, Gundagai and Leeton BUGs as well as MTB Wagga.

Further information are available from **David** on **02 6926 2354**. Registration and payment in full is required by **17 November, 2006**.

## Regular Social Rides

**Coffee Grinds** – Wednesdays leaving the 4 Bears at 9am. Distance – Various routes, 40-50km

**B4 Breakfast Ride** – Saturdays leaving the 4 Bears at 7.30am or 7:00am during Daylight Savings. Distance – Gregadoo Loop 35km

**Sunday Rides** – Sundays leaving the Wagga Beach at 2pm. Distance - Various routes 30-40km

## Ride Reports –

### Rutherglen Ride with Indulgence

This ride was held over the weekend of 16-17 September. The majority of our riding party met up on Friday night at the Victoria Hotel (our weekend home base) where we met up with Mal Cook who rode over to Rutherglen from Canberra, and Bill Mulraney from Albury.

After a few “tongue looseners” and a fine meal, prepared by chef Herve and a couple of “jokes” provided by Sean (mine host) we all retired for the evening in preparation for the Saturday morning ride.

Saturday morning saw the arrival of Lyn Stenhouse and Robert Alston (the second of Glenn's Albury team) making a total of 11 riders.

President Greg had to be reprimanded for trying to jump the start and after a short briefing the pack was on its way at precisely 9.30am.

The first leg of the 70km took us through the picturesque Chiltern

Valley with the Victorian Alps as a backdrop. At our first stop in the township of Chiltern Kerrie Grosvenor and Leila Fell were there to greet us with a scrumptious array of cakes, muffins, tea and coffee.

The next leg of our journey took us through the Mt Pilot National Park over undulating agriculture and Australian's oldest viticultural areas. The ride continued on past the Murray River floodplains and more vineyards to our lunch stop at the Pickles Sisters Restaurant at Cofields winery, where we were joined by the last of our support crew, Ros and Merrilyn and after a rest, a few tastings and a short wait for Graeme and Jane who "were enjoying the ride so much they decided to do a few extra kilometres before lunch". After a most enjoyable lunch we all headed off on the last 10 kilometres for the day back to our home base.

Saturday night saw Herve and Cofields combine to present us with a gastronomic feast complete with wine to match. We started on the balcony with sparkling wine and canapés before moving down to the dining room to be served our entree of salmon tartar with asparagus, washed down with a lively little Cofields sauvignon blanc. The main meal was a stuffed fillet of beef served with a full bodied Durif and dessert was an incredible journey of chocolate served with a very interesting red. After all this many of us retired to the lounge area for relaxation.

Sunday morning saw everyone eager to get started after a monumental breakfast. The first

leg of the 34 kilometres saw us head off to Howlong across the bridges, billabongs and the river taking us into NSW and onto the banks of the mighty Murray where once again we were treated to morning tea by Kerrie and the support crew. Bruce Hackett was going to make sure there were no orange and poppy seed muffins left.

Before heading off on our next leg we said goodbye to Debbie and Chris who drove back home to Cootamundra and the two Albury boys rode back home. The reduced pack stayed as a tight-knit unit for the return 22 kilometres back to Rutherglen.

After a mandatory bakery lunch we all said our goodbyes and headed home.

Our weekend of indulgence was blessed by the "riding weather gods".

## Shelley - Altitude with Attitude

This was another Les Sobey organised ride conducted over the weekend 23-4 September. The ride from Albury to Shelley on Saturday was beautiful with approximately 130km covered during the day. The road between Granya and Bullioh included a beautiful even climb and an even better descent. The road from Bullioh to Shelley included a longer harder climb that required some refreshment at the Koetong pub near Shelley. The riders enjoyed good food, good beer and wine and good company on Saturday night. The conditions for the return trip to Albury did not make for comfortable cycling - rain and strong head winds with even stronger squalls at times.

Consequently, all riders took the chicken chute to Tallangatta and did not ride the loop which includes the climbs and descents over Lockharts and Bryants Gaps. Riders rode back to Albury after lunch in the warmth of the Tallangatta cafe. The distance covered on Sunday was approximately 90km. Local riders who enjoyed another great cycling weekend were Anton Els, Ron Kerr and Glenn Ross.

## The Colossal Magpie

With spring upon us the male magpie population can be seen sharpening their beaks and striking terror into the hearts and minds of pedestrians and cyclists.

The article following on the next page was written by one of our members for further afield. It was published in *Checkpoint* Winter 2005 edition. *Checkpoint* is the newsletter of Audax Australia. It has been reprinted with the permission of *Checkpoint's* Editor, Patrick van Dyk.

The article is reprinted as it was printed in *Checkpoint*. The photograph is one of an American Magpie, not an Australian Magpie. Patrick's position as a member of the Gould League of Bird Lovers was suspended pending an enquiry. Patrick has promised never to make the same mistake again.

**TIP:** *A cable tie placed on the helmet may act as a deterrent for the dreaded magpies. If anyone has any further suggestions, besides harming the birds, feel free to share it with us. We fully understand why these attacks happen but we want to be able to enjoy the spring riding as well.*

**Remember –**

**'BE SAFE! BE SMART! BE SEEN!'**

**Safe cycling!**

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# The colossal magpie

by Chris Rogers

As springtime is approaching I thought it time to open the issue of magpie deterrence. I must confess that I had thought that I had the situation under control, but my approach was sorely tested on last year's Canola Canter from Wagga Wagga.

After a number of years I must say that I was becoming a bit cocky over the matter. Some time ago one of my riding colleagues, Martin Haynes, mild-mannered Victorian Region correspondent, and veterinarian of many year's experience in Gippsland, had suggested that riders on our Oppy team put Dick Smith cable ties on our helmets. Martin, after years of working artificially inseminating huge Hereford cows, and handling Brahmin bulls, had a keen eye for animal behaviour, and was convinced of efficacy of our method. The theory goes that as the magpie approaches for an attack it gets a glimpse of these mysterious antennae, become confused, and retreats. Well it worked a charm, and after 5 x 360 km there was not a magpie attack.

I am a bit of a worrier, however, so I doubled up and put two cable ties on my helmet. I was happy, as I had not been attacked by a magpie since being properly prepared. I had not been attacked by sparrows, budgies or emus. I hadn't seen a pterodactyl for 100 million years. I was prepared.

In spring last year I headed for Wagga Wagga and the Canola Canter, one of the great rides on our calendar. I wore my prophylactic pot on my head. I must confess that I was a little disconcerted when I noticed that many of the local riders did not sport Dick Smith cable ties, but industrial strength pipeline cables.

Before we headed off Ray Stenhouse gave riders a briefing. Single file across the Murrumbidgee bridges, and watch out for the magpie outside the North Wagga Hotel. Fine.

The first 100 was delightful. After a brief stop in Wagga Wagga I headed out through North Wagga for Wantabadgery. By now I was convincingly in my usual position at the tail of the field. Just outside the North



*Most maggies have an aversion to cable ties on bicycle helmets, but there is the odd exception.*

Wagga Hotel I was hit by the killer magpie from behind. Right in the back of the head. I wobbled dangerously all over the road, but got it together and accelerated up to the stupendous speed of 24kmh. I managed to escape alive.

The section from Wantabadgery to Junee is one of the best rides through undulating country in Australia, but I couldn't get that magpie out of my mind. It grew and grew in size to the size of a Boeing. At Wantabadgery I stopped and looked at my helmet. The Killer magpie had bitten off one of my cable ties. The return to Wagga had to go past the North Wagga Hotel again. I was shaking, and it wasn't cold.

As I approached North Wagga I stopped in the shadows of the railway viaduct. I checked that my bidons were full - a good squirt in the eye has been known to turn a charging rotweiller. I loosened the Velcro binds on my pump, turned the handle to high pressure, and twirled it like Chuck Conners in Rifleman. I pretended to be Lance Armstrong at the start of a time trial - breathing in slowly through my nose and out through my mouth - total concentration. Then I set off, gaining speed. Faster and faster. The heart-rate monitor went into the red, and the warning beep sounded.

As I neared the hotel I deliberately went off the bitumen and into the gravel so that I could hug the trees, and gain shelter. I looked up from under my visor, and I could see twenty magpies to the left, and twenty to the right. I would have had a better chance in the Light Brigade in the Crimea. I am a goner! I am a goner!

Then I saw it: the colossal magpie. Mean as a junk-yard dog. Black and white feathers. All over the road. It might have taken on a huge B-double full of frozen chickens from Queensland, and lost. Perhaps the first seven riders on the 200 had sent someone on as a decoy, and then descended like a horde of rampaging Vikings wielding battle pumps.

Well I whooped and hollered like a Yankee cheerleader. I know that one shouldn't rejoice in the misfortunes of another creature, but I sensed that there had been regime change around Wagga Wagga. Perhaps the Gould League of Bird Lovers will be disappointed, but I feel that New South Wales had become a safer place for cyclists.

Wagga Wagga is safe now, and I recommend the Canola Canter as one of the best rides on the calendar. See you there next year.