



July 2008

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Bicycle Wagga Wagga
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Next Club Night – Planning Meeting

Where **43 Culter Avenue**
Time **7 .30pm**
When **Wednesday 23 July 2008**

All members and any prospective Members are invited to attend
Any questions or further information required?
Contact **Peter Makin** on **6926 4228**

Pete's Ponderings...

It is pleasing to finally get some rain, but you would have to agree that we have had some great weather to get out on our bikes and enjoy it. Thank you to Kerrie Burkett for the landra Castle ride. From the report on the website everyone had a great time. It is pleasing to know that Kerrie is prepared to run another ride in the Young area next year.

On 10 May I had the opportunity to ride out to Gundagai with Justin Ormond as part of his charity ride from Tamworth to Canberra. Justin is a 27 year old cyclist from Orange who suffers from Asperger's Syndrome, and his ride was to raise awareness of and funds for Autistic children in country NSW. It was good to be able to be part of this ride.

Could we all be more conscious when we are out riding and stopping on crests and or hills that we try and get off the road if possible and not pile across the road? I'm still getting the odd call about our members doing this. Your help in the matter would be appreciated, I know there are lot of cyclists out there, but if we do our bit it all helps.

Thank you to Iain Hume and Ray Loiterton for running the skills mornings. From what I have heard, they were a great success, and everyone went away with more confidence.

As you will read in this newsletter, the Annual General Meeting is approaching. Most of you are aware I have been President for the last two years and have thoroughly enjoyed the challenge and personal growth, but I will not be standing for re-election of President this year. I believe that it is time to let someone else move the club forward, to bigger and better things. As with all the positions have a think about standing for one of them, if you are interested let the current committee know. Until next time.

-Peter Makin

Annual Meeting 27 August 2008

The Annual General Meeting will be held on Wednesday 27th August 2008. Details of location will be announced closer to the date.

The following positions are up for nomination, **President** (currently held by Peter Makin), **Vice President** (currently empty), **Secretary/Treasure** (currently held by Lyn Wilson), **Advocacy** (currently held by Peter Butler), **Web Co-ordinator** (currently held by Ray Stenhouse), **Publicity** (currently held by Ray Loiterton & Graeme Buchan), and **Ride Calendar Co-ordinator** (currently held by Graeme Buchan), and three to four **general committee members**. (Currently held by Eric Armstrong, Jenny Powell and Lesley Kennedy). Please give a thought to running for one of these positions, as they are all required to run the Club. If you would like to know what is involved give the current office bearer a ring.

Ride Reports

Fleche Opperman

Twenty one teams, each of five riders and supporters from all over NSW and Victoria ended up in Rochester, having completed a minimum of 360 kms in the 2008 Opperman Twenty Four Hour Endurance Ride on 26-27 April. Five of these teams came from Wagga Wagga. With a cut-off time of 9 am our local heroes rolled across the line in various states of exhaustion but all wearing expressions of satisfaction and relief. All reports indicate that the participants enjoyed the ride and the satisfaction of successfully meeting the challenge. Generally the weather was good with only some showers on the Saturday. Congratulations to all riders, and particularly to our two lady riders Heather and Petrina.

-Ray Loiterton



landra Castle
10-11 May 2008

There were 23 people who took part in the tour of 'landra Castle' held at midday on a delightful Autumn Saturday. Nineteen of us rode from Young via Monteagle where we stopped to regroup. Debbie from Cootamundra took the opportunity to road test her new three wheeled recumbent, riding the 12km from Monteagle village to landra. Up and down the moderate hills, we wound our way through the picturesque countryside, until the turrets of landra loomed large in the foreground. The castle surprised many with its immense sprawling grandeur and history.

De from Cowra provided a more than adequate freshly packed lunch. After roaming the grounds and historic stables, we set off via the Henry Lawson Highway back to Young. The roads and conditions in and around Young lend themselves to excellent biking and Saturday afternoon was no exception. We arrived back in the beer garden of the Great Eastern Hotel at around 3.30pm having ridden 86km. We then prepared for a great night of dining and socializing.

Sunday morning brought us another magnificent day as we set off towards Boorowa. Unfortunately Eric had morning bike troubles and became a passenger in one of the support vehicles, sitting back to admire the scenery. The trip out on the Boorowa road, past Apps Lane led us to the historical village of Murringo.

Lunch was a sumptuous roast dinner and dessert at the historical Boorowa Hotel before heading back into Young via the Moppity Road. This was a delightful afternoon ride, mostly downhill, until we approached the last 25km where we climbed three substantial hills, but with lots of down hill to follow. All riders rode safely back into Young at around 3.30pm having completed 100km and finished the day with a cold drink and much conversation about the weekend's events.

-Kerrie Burkett

Great Escapade **29 March– 10 April**

This year's Big Ride was a great success with perfect autumn weather, at least until Scone. Three riders from Bicycle Wagga Wagga participated. Ray Stenhouse and Wendy Hodge completed the ride to Stockton, helping all the way with W.A.R.B.Y., ("We Are Right Behind You"). John Lehmann completed the first eight days to Scone.

We were to start in Katoomba, but this leg had to be cancelled due to concerns of 1025 cyclists riding on the Great Western Highway. So instead we had our first day organized around Lithgow. Everyone enjoyed the excellent Small Arms Factory Museum, while some did the Zig Zag Steam Train Ride and others joined the organized 32 km cycle excursion.

Highlights of the ride for me were the display at Oberon Museum with working steam engines, the Wind Farm on our way to Rylstone with the owner on hand to discuss technical details, and the bus trip to Dum's Swamp, a magnificent wetland in Wollami National Park.

The free-day was in Mudgee, a busy town with markets and parks and facilities for visitors on bikes. Probably more memorable were the heavy frosts experienced every night, with all sorts of ideas being swapped around to keep you warm. The most practical and popular was to fill a bottle with hot water and place it in your sleeping bag well before retiring. A fortunate few may have had better ideas for keeping warm!

Meals and general organization worked well this year, and every evening featured a movie or other excellent entertainment in "Café Big". Some quality movies were screened, unfortunately always in the open on campsite. It was a bit cold for open air movies.

All up, an excellent ride with heaps of great things to see as we rode along. Let's hope we have a big group from BWV next year to enjoy it all. The 2009 Ride starts at Margaret River (W.A.) and finishes at Albany. Start planning now!

-John Lehmann

Tour de Vietnam **April 2008**

Well here we are 5 women cyclists in Vietnam, or as our guide Chao says, "You very, very strong women"! He came to that conclusion after our first day's riding in which we completed 150km of rough potholed, rock strewn roads and several mountain passes...all on fairly rugged hybrid bikes too. Prior to that he was rather doubtful of our cycling abilities and convinced that we would be in the bus for a fair bit of the journey. Now he tells us with a huge grin on his face, "You only people to do whole ride on hybrids and only women to ride whole way. You very tough".

Cycling in Vietnam is certainly different; a bit like dodgem cars on two wheels- certainly not an activity for the faint hearted and one that requires decisiveness on the part of the rider. You just have to set a firm course, go with the traffic flow and learn to veer across the road into oncoming traffic and trust that they will magically part and let you through.

We began our trip in Hanoi, the capital. The combination of sights, sounds and smells was incredible. Hanoi is an eclectic blend of faded French grandeur and gritty Asian buzz and is simply filled with scooters. 13,000 new scooters join the masses each day in that city. Ever seen 60 dozen eggs carried on the back of a scooter?

From Hanoi we flew to Hue, the old Imperial City and former capital. We needed to get on the bikes there to work off some of the fabulous Vietnamese food we had been eating. The food is divine and our firm favorites so far are green mango or papaya salad, shrimp pancakes and spicy grilled calamari. The food thankfully is much lighter than that at home. And the local beer goes down a treat too!

In Hoi An we all indulged in a little (or a lot) of retail therapy. At this the tailoring capital of Vietnam, the profusion of silk shops and tailors is incredible. Plenty to choose from to have a set of clothes whipped up.

We head for the Central highlands which are fairly remote and we don't see many tourists. Many mountain passes to come (we climb to 2400 metres from sea level) and we are hoping to see the hill tribe people of the ethnic minorities as we travel down the Ho Chi Minh trail near the western border.



L-R: Kerrie Cullis, Clare Coleman, Sue Garland, Carol Raadgever, Lisa Glastonbury

Well we have made it as far as Dalat, jewel of the Highlands, after probably the hardest week of cycling I've ever put in. At 1500 metres, Dalat is renowned for its cool mountain breezes and elegant, relaxed atmosphere. Since the 1930's Vietnamese and French high society have used the city as a mountain retreat, base for game hunting and more recently as a popular honeymoon destination. Although mixed with tourist kitsch, the city has retained much of its colonial grandeur with French villas, grand hotels and Vietnam's best golf course, the Dalat palace Golf Club (built for the last Vietnamese Emperor).

After a week of travelling through the Central and Western Highlands - towns that rarely see any foreigners - it is a very pleasant change to be installed in the Novotel Dalat and have a chance to relax for two nights in the one place. The 4 star hotel is a most welcome change from the 'mini hotels' of Kam Duc, Kon Tum and Ban Ma Thuot, which were the best accommodation available and equivalent to about 3 star but with 1 star plumbing!!

The riding has been grueling to say the least! We have slogged out an average of 115km a day, with several days over 150km on a hybrid bike over roads full of washaways, potholes and rocks at gradients of 7-10%. Although the highlands landscape has lost much of it's natural beauty through over clearing from slash and burn agriculture and defoliation from Agent Orange, it is still an attractive patchwork of agriculture and remnant forest. Tapioca, maize, taro and coffee, tea, peppercorn and rubber are the main crops, supported by fertile red volcanic soil.

It is a pity that so much of the soil is lost by erosion and landslides, ending up in the river systems only to be dredged back up

and spread out in the valleys to form rice paddies.

The people in the mountain towns and villages have been very friendly. I think we are a bit of a novelty really. They all call out 'hello' and run to the roadside to wave to us. Mostly the people we have seen have been montagnards (french for highlanders) of minor ethnic groups. They live in varying conditions from extremely primitive mud, slab or woven cane huts with dirt floors through to houses made of blue poly tarps and concrete. Some still live fairly traditional lives based on subsistence farming. We have seen them in family groups high up on the hillsides, in bare feet, grubbing out stumps with hoes. Others are much more 'Vietnamised' wearing western clothes, riding scooters and speaking Vietnamese rather than their traditional dialect.

We are feeling very relaxed this evening after a half day ride around Dalat to see flower farms and coffee plantations. Thankfully our guide has realized that we don't like doing traditional touristy stuff, so we missed traipsing around the pagodas like all the other groups. We just got to ride major hills instead, but it gave us a good look around this lovely city.

Tomorrow we head for the coast and drop 1500mts in 150km. Yahoo! It will be our reward for all that hill climbing.

We have eaten rather a lot of soup on this trip. In Hoi An the specialty was Cao Lau (pork noodle soup with croutons and greens) and plenty of the ubiquitous pho bo (beef noodle soup) which must surely be the food that built a nation. It is eaten anywhere, anytime for breakfast, lunch or dinner the whole country over. And then of course there is rice congee- rather like warm glue but spiced up with the addition of dried fish, fried onion and chilli. If you think that fish soup for breakfast is a bit much, try riding through the coastal town of Phan Thiet at 7am and cop a few lungfuls of the festering brew they call nuoc mam (fish sauce). This is the town specialty and made industrial strength by fermenting salty fish for 4-12 months. It is an acquired taste and lends a distinctive flavour to Vietnamese cuisine. Usually mixed with lime juice, sugar, chilli, garlic and vinegar it is served as nuoc cham, a dipping sauce to accompany every dish! Whilst on the subject of fish, we were almost slapped on the leg by a wet fish whilst negotiating peak hour in Phan Thiet. A lady

passing by on a scooter was holding two enormous tuna fish, hanging about a metre wide each side of the little Honda. They certainly carry all manner of produce on their scooters.

Phan Thiet was where we hit the coast after our descent from Dalat. The downhill was exhilarating.17km of 10% gradient with no traffic. The coastal plain at the bottom was quite unlike any countryside that we had yet encountered. Very dry and poor sandy soils growing only dragon fruit (which looks remarkably like aloe vera and looks and tastes like washed out kiwi fruit). Our only night on the coast was spent at the beach at Mui Ne in an up market resort. It was rather strange for us to be in a spot inhabited purely by tourists, and not something that we would enjoy too much of. Just lucky that we chose the mountainous route!

It was to be a disappointing final ride down the coast. We were expecting swaying palm trees and white sand and all we got was more dragonfruit, casuarinas and a free skin exfoliation from the sand blasting off the beach against our legs. Rather an anticlimax really.

We transferred into the sprawling metropolis of Saigon, which is what the locals call, it but officially called Ho Chi Minh City. What a huge, heaving, pulsing, buzzing city full of bandanna clad, high heel wearing Vietnamese women riding scooters. They work the brake with one hand and are busy tooting with the other and are on the verge of a phenomenal traffic accident all the time...and the traffic jams have to be seen to be believed. Six lanes of traffic try to squeeze into a three lane road. If there's not enough space they simply run off the road and go bush making six lanes.

So now we are settled in to the appropriately luxurious old wing of the Grand Hotel, a building of beautifully styled colonial architecture and close enough to the Central market for us to shop till we drop; which is what we did today. A fitting end to the trip really.

- Lisa Glastonbury

BE SAFE, BE SMART, BE SEEN

Upcoming Rides

The Road to Gundagai 19-20 July

Plans are made for the two day winter ride to Gundagai and back on 19-20 July. The ride leaves the Wagga Beach at 9.00am. Saturday morning riding via Wantabadgery and Nangus, to stay at one of Gundagai's historic Criterion hotel or the Gabriel Motel. We will meet up with Leon Patterson and the Gundagai BUG for cycling and socialising. The 90 km each way ride will be well supported with on-route mornings teas and luggage transport. Check out the ride flyer on the website or

Contact Peter Makin on 69264228.

June Ride 24 August

The Annual President's Ride will depart from Wagga Beach at 10 am on Sunday 24 August, 2008, proceeding along Oura Road and Patterson's Road to Junee (48 kms). Lunch will be at Junee's historic Commercial Hotel before making the leisurely trek home via Bomen (34kms). A ride not to be missed.

Contact Peter Makin on 69264228

Pleasant Hills Ride Long Weekend 4-5 Oct

This year Geoff Marks will be leading his Annual Pleasant Hills ride to Pleasant Hills during the October Long Weekend. A fully supported ride over the rolling undulations to the town's historic community hotel, the ride will depart from Wagga Beach at 9 am for the 80 km ride via Mangoplah and Cookadina. The return journey on Sunday will be via Tootle and The Rock. Always a great weekend.

Contact Geoff Marks on 69223814

Regular Rides COFFEE GRINDS

Every Wednesday; approx 2 hrs:
Moderate Pace/Easy/Some traffic;

Starts: 9 am from Four Bears Café in Koorling Mall. Interesting and different courses planned, offering different terrain and scenery.

B4 BREAKFAST RIDE.

Every Saturday: approx. 35 kms;
Moderate Pace/Easy/Some traffic

Starts: 7.30 am from Four Bears Café in Koorling Mall. Gregadoo Loop then back for Breakfast.

SUNDAY RIDES.

Moderate pace/Easy/Some traffic;

Starts: 2 pm; Wagga Beach.

See Wednesday's Riverina leader (Sports Section) or www.bww.org.au

Contact Peter Makin: Ph69264228

Are You Tone Deaf?

By Ian Wilson

Go harder, go faster, better than water, less sugar, more carbs, absorbed quicker! Quicker than what? Hypotonic, isotonic or hypertonic? What the hell are they talking about?

• Anyone who thinks all this sports drink stuff is just modern marketing should come for a ride with some of my older friends. For show me the drink and I'll give you the age of the rider. Water and salt tablets? Over 50. Lime cordial? Over 40. Gatorade? Over 30. Red Bull? Probably too young to be consuming that much caffeine.

• There's a little truth in all good marketing campaigns and drinking to improve sporting performance has been a recognised concept for nearly half a century. But our understanding of exercise physiology has changed almost as much in that time as the way sports drinks are marketed, and this summer you have seen a marketing push for new ranges of "isotonic" sports drinks. Are they better than what has come before or just a new angle on an old story?

• There are three physiological reasons to drink while exercising: to rehydrate, to replace lost electrolytes, and to provide fuel. Unless you're riding around Darwin at midday, none of these will really affect your performance for the first hour, but after that the amount of sweat you produce in an attempt to stay cool will rob enough fluid from your cells to have an effect on your performance.

• If it was only water you were losing it would be easy to replace, but sweat contains large amounts of sodium and smaller amounts of calcium, magnesium and potassium which are all vital for normal muscle and nerve function. The concentration of these electrolytes (particularly sodium) in your bodily fluids is referred to as tonicity. Any fluid that has the same ratio of water to electrolytes as body fluid is called isotonic. If it has more electrolytes (more salty) it's known as hypertonic. Less electrolytes than body fluid is called hypotonic. This wouldn't be relevant to cycling except the tonicity of the fluid you drink determines how quickly it is absorbed and how it's distributed around your body. Water has a tendency to move towards salt in a process called osmosis. To reduce your water loss your body takes advantage of osmosis to pump salt out of the urine that is collected in your kidneys and put it back into your blood. A large

amount of water in your urine follows the salt back into the blood, keeping your tonicity in balance and you hydrated. When fluid loss becomes too great there is simply not enough water in your urine to follow the salt. The resulting increase in blood tonicity triggers your thirst reflex telling you to replace the lost fluid. If it's just water you want to replace then drinking water is great. Water is hypotonic so once it hits your stomach it wants to move towards your salty blood, meaning it's rapidly absorbed and distributed.

• But by reducing your blood's tonicity it also reduces your thirst reflex and makes you less likely to continue drinking. Water also doesn't replace any of those lost electrolytes or provide any fuel.

Our bodies are approximately 55-65% fluid by weight

Moderate exercise produces between 0.5 and 1.5 litres of sweat per hour.

Thirst is not a good indicator of fluid requirements.

Dehydration can occur in as little as 20 minutes.

Drinking when dehydrated may cause gastrointestinal distress.

Alcohol and caffeine based drinks such as tea, coffee and Coke are diuretics and may contribute to dehydration.

• Which means you might want to add some electrolytes and some fuel to your beverage. Electrolytes is a big word that sounds scientific but its role in muscle and nerve function is quite difficult to explain. The role of sugar on the other hand is quite simple: it fuels your body. Sugar also tastes a lot better than salt, and together that's why most sports contain a lot of sugar, or as it's described in the ads: "carbohydrates for energy".

• But adding large amounts of sugar to a liquid quickly affects its tonicity, and with the amounts added to most sports drinks to make them palatable, it makes them hypertonic. The affect of this is to slow their absorption into the blood.

• Getting the balance between re-hydration and the replacement of fuel and electrolytes is why a number of sports drink manufacturers have introduced isotonic drinks to their ranges. Absorbed more quickly than sugar laden drinks, they don't suppress your thirst too quickly and they also replace lost electrolytes. Give them a try and you might find the less sweet taste appealing. You might also find yourself incredibly fit, stunningly attractive and absolutely unbeatable on the bike. At least, that's what the marketing suggests.

-from Australian Cyclist