

## Yeronga Medley 200 Klm on 17.02.2018 (or part of it.)

### Pre-ride bike check:

During the Esk at Night 100 k Audax I had a rapid rear-wheel deflation, caused by too high tyre pressures for the rough road surfaces. Replaced the tube on the road, at a lower PSI, so needed to increase the PSI for the Yerong Medley 200 klm. A small bubble of inner tube appeared from a previously undetected hole in the wall of the Vittoria Zaffira Pro tyre 700 x 23, so replaced the tyre with a used Maxxis Detonator 700 x 25.

### The Ride:

Over twenty participants at a variety of distances. Weather fine, thankfully cooler than the previous week. Route to the first control over familiar bike paths and roads. The small climb on Pisasale Drive was this time not a problem, possibly due to lower gears and temperatures, or maybe I am fitter. Left Yamanto McDonalds with Pat, Brian and John but, as we were destined to part company within a few kilometres, I stopped in Peak Crossing for a cool drink and then at Harrisville for another. Satisfying rural scenery to the Rosewood Control – reminiscent of Cheshire before the treeoholics destroyed the views and created a cloak of invisibility for cyclists in the lanes. Saw a familiar name as I sailed down to a gravel road, not after all a TV personality but a route sheet right turn. Need to retrace but not too far. One climb of consequence, up to Cunningham's Lookout. Noticed for future reference two shaded areas near the summit of the climb. Nice descent afterwards but thankfully I am not using disc brakes. Vaughan, Mark and Ruth were about to leave Rosewood as I arrived. Plenty of time in hand but the shop closes early.

Onwards to Ipswich, accompanied by irritating transmission noises but with no apparent effect on my pedalling. Came across Vaughan, Mark and Ruth again, just before Ruth and I went off course. Retraced to arrive at exactly the same point where we had realised our mistake. Entering Ipswich behind Mark and Ruth, I had a rear wheel slow puncture. Pumped up the tyre to determine how slow it was. No sign of glass or other possible cause, so a replacement tube might suffer the same fate. I had mentioned to Mark that I would probably stop to hydrate, so hopefully I would not cause him to delay. Not being too keen on the remainder of the route, particularly the bike path, I convinced myself to abandon at Ipswich, being satisfied with my state of fitness and having familiarised myself with the 200 klm route. Actually, I covered much of it in a charity ride some years ago, in the opposite direction.

I reinflated the tyre and waited for the train to Corinda, the station convenient for the Yeronga finish and now the temporary railway terminus, due to track repairs. It was only a short ride back to the start, with two pump stops. 173 klm completed but obviously HD.

**Post-ride bike check:**

Cleaned the bike and removed the recalcitrant tyre and tube. The rim tape was not the problem but the magnifying glass revealed a miniscule sliver of glass, too small to be detectable on the road, I would probably have had more punctures and possibly suffered a tube famine. Having repaired the wall of the Vittoria, I refitted it with a new tube. It's probably time to invest in a new set of tyres for maturing.

Checking the transmission revealed a crack in a pulley wheel on the SRAM rear derailleur. It defies belief that plastic should be used in a part that has a far greater workload than "old-school" gears. It certainly makes financial sense for the manufacturer.

**Summary:**

Satisfied with my performance, not worried about my tactical decision to abort the ride but pleased to read of successful rides by the other riders, over a variety of longer routes. A well-organised Audax, to be repeated. The Cobb & Co exhibits in Roseville are interesting.

**David Booth**