

# September 2023

# NEWSLETTER



## A President's Perspective:

Chris Fletcher

September brings with it the Club's AGM and a chance to refresh both the leadership and the aims for the year ahead. Mountain biking is changing rapidly with e bikes sales predicted to surpass traditional bike sales soon. It throws up challenges to the Committee to work hard to ensure that e bikers are catered for in any future trail design considerations as well as social and competitive rides. Adaptive bikes are also becoming more common as disability riders hit the trails and enjoy the riding in our natural spaces as well. With the Penguin Mountain Bike Park's Landscape Master Plan close to finalisation, I'm confident that it will be a much more rider inclusive space in the future. This plan proposes what is possible in the Park for riders of all ages and abilities, and gives the Club Committee a fantastic planning tool to guide future developments. The Plan will be finalised towards the end of October and will be available for viewing on our website and Facebook page.



While planning for the future is fun and necessary, maintaining what we have in the Park and in the Dial is 'core business' for our Club. I encourage anyone that uses our trails and has some spare time, to getting on board the volunteer teams that regularly work to keep our trails safe and serviceable. It was tremendously encouraging to ride the Monty Loop recently and see firsthand the way it has held up through the winter. Yes, it's been pretty dry but the effort that the Club has gone to, through engaging contractors and volunteer effort to 'winterproof' our most popular trail, is clearly evident. The Monty is in better shape than it has ever been and coping easily with 350+ riders a month through winter. Keep a look out on our social media for opportunities to chip in with 'working bees'.



The Club is planning to conduct a few more events this next 12 months. Skills sessions for beginners through to social rides and competitive events. Again, if you have events skills or would just like to help with the running of ride events get in touch with a committee member or rock up to one of our monthly meetings.

Spring offers warmer riding and cleaner bikes. That's got plenty of appeal! Until next edition.....enjoy the bumps.

The plans for giving the Penguin MTB Park a big makeover have been on the drawing board for quite some time now. The process commenced with the Club being unable to continue with trail developments in the Dial Range due to the Dial Range Recreational Management Plan sitting with Parks and Wildlife and thus preventing further works until it was completed. The Club committee then decided we would focus our energy on the Penguin MTB Park, as it was under our lease, and we had the freedom to make any reasonable changes we wanted.

We began the process with the development of a Master Plan and community consultation



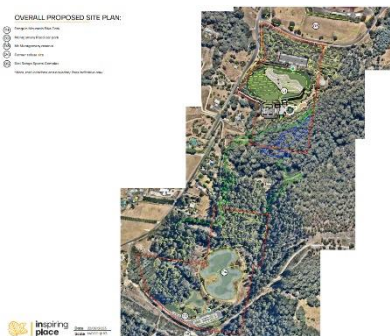
EXISTING SITE PLAN: Penguin Mtn Bike Park  
Penguin MTB Club, Penguin TSC  
INSPIRING PLACE  
DRAFT FOR REVIEW



followed. After three community meetings and then collation of the information, it was decided to engage a landscape architect to assist us with a formal Master Plan. We decided upon Inspiring Place, they had been involved with the previous and current Dial Range Recreational Management Plans and had undertaken some great outdoor space designs. As luck would have it, one of their architects was a mountain biker

by the name of Edwina Hughes. Edwina was tasked with the project, and although we had a false start waiting for the Central Coast Council's new MTB Trails Working Group to be formed, the project is now well underway.

Edwina collated the information we had gathered from community engagement and added her insight, coming from someone outside the local area and how a visitor would see the Park. We have had two draft iterations, and these have been shared and discussed with the Council Working Group and the Club Committee. A format for the Park is taking shape and the next steps are to break the plan into separate projects which can then be costed, and funding sought.



The following are some of the changes the Club envisage for the Park. We will be creating a single point of entry at the upper car park area with formalised parking and better sight lines at the entry (the old lower car park will be closed and used for overflow for larger events). Reworking and expanding the Little Devils Terrain Park, landscaping the Freeride area and adding additional beginner lines. We will be rerouting some of the existing trails to be more intuitive to navigate and adding more fun and wow factor to them. A significant consideration will be to make many of our trails adaptive MTB appropriate, with the goal to have the Park open to all abilities. Adaptive mountain biking applies to a broad spectrum of riders with disabilities and the mountain bike design changes to suit the needs of the rider. Our feeling is that the



Penguin MTB Park will not only be the starting point for people to start their riding experience as a beginner, but also a place for that real bike park style of trail and features to bring a real wow factor to their visit. The Dial Range trails on the other side of the Montgomery Road will be different. The future trails there will mimic the current trails with a more natural, backcountry feel, with everything that makes

the Dial Range great.

We are looking forward to getting this project shovel-ready and construction underway!

### New Dial Range Trails!

Chris Stredwick

While the Penguin MTB Park redevelopment is ongoing, work has also been going into the next stages of our Dial Range Trails Master Plan. We have received funding for stage 2B and that is to extend the Ironcliffe Ridge trail from where it currently finishes on top of Mt Dial and take it south to the Gnomon car park. This dual direction trail will allow riders to access the southern part of the Dial Range from the northern MTB trails and will also be part of a bigger loop at a future stage. We are very thankful to the Central Coast Council for having secured funding for this part of the project.

Another small project is to add an additional descent from the Montgomery Loop and this will be a blue/black descent that will continue the “feel” of Iron Tor further towards the Montgomery trailhead. Funding will need to be found for this addition.



Trail alignments have been completed for both trails and the required RAA (Reserve Activity Assessment) will be the next step before any construction can be done. Hopefully we will see a 2024 start for (at least) the Ironcliffe Ridge extension.



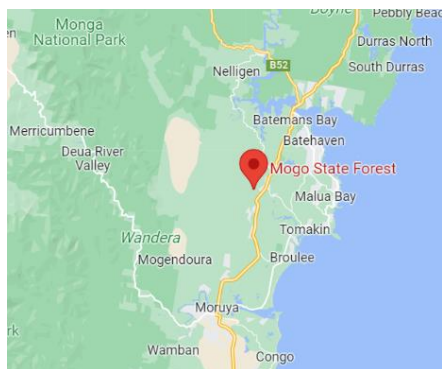
The final project is a redevelopment of the Montgomery car park. There will be a toilet and a bike/boot wash added, and a much larger carpark constructed. This will be a great addition, not only for the MTB users, but it will also serve bushwalkers and trail runners that arrive and head out into the Dial. This project has Federal Government funding and a proportion of Council cash to make it possible and planning is currently underway.

There is certainly a lot happening and the future of mountain biking in the Penguin region looks bright!

## Mogo Trails, NSW South Coast

The following article has been extracted and summarised from [Mogo trails build is finally underway! \(flowmountainbike.com\)](https://flowmountainbike.com)

After a long wait, Penguin trail builders Next Level MTB (NLMB) and local mainland company Rocky Trail Destination have started moving dirt on the NSW South Coast's biggest riding destination, Mogo Trails. NLMB is owned by Marcelo Cardona and Margo Peart and Marcelo is one of our early Club members and established NLMB on the back of early Club and local trail jobs.



All up, this project will include 155km of trails. This will include 30 km of existing trails around Deep Creek Dam, which will receive a nip and tuck, and expand out into Wandara State Forest, where the remaining ~125 km of trail will be constructed.

The \$8-million project was funded by the Australian and NSW Governments' Bushfire Local Economic Recovery Fund and the NSW Government's Growing Local Economies Fund and is projected to attract an additional 45,000 visitors annually. The hope is that the lovely year-round weather attracts riders looking to escape the winter vortex and help to balance out the seasonality of the South Coast's Tourism industry.

According to Rocky Trail Destination, which is managing the design and construction, the network will include a mix of bike park style gravity trails and XC trails to suit experienced mountain bikers, while also providing the infrastructure for beginners and mini-shredders to develop their skills. Marcelo Cardona from Next Level MTB says that "155 km allows us the freedom to create different experiences and covers a lot of different terrain. This is something you cannot always do if you're building 30 or 50 km of trail at a time. The whole project can be divided into different



styles and pockets. Closer to town, more family-friendly, further afield, more hardcore... For us, it's very important to create a big difference between each area. What I want is for riders to feel like they've gone somewhere else. Like you drove for miles, and you're in a different environment — you went from Venus to Mars." According to Cardona, the terrain allows for

everything from highly sculpted three-dimensional bike park trails to enormous granite features and empty-your-entire-bag-of-handling-skills-because-you're-going-to-need-it type riding.

The Next Level machines have arrived and there will be a total of seven crews working on this project, with a mix of local builders and folk coming in from the trail building outfit's home base in Tasmania. The builders hope to have the first stage of 80-90 km of trail open for riders by the end of the year with the remainder to follow around school holidays the following year.



## 2023 AGM Report

Craig Kerr

Recently the Club held its Annual General Meeting. The evening was a great success, and we thank Martin Owens for his ongoing support and use of Oz Rock Inn for our meetings. We would also like to thank special guests Cheryl Fuller (Mayor) and Barry Omundson (General Manager) from the Central Coast Council. Following welcomes, introduction of new attendees and an Acknowledgement of Country, the AGM followed and this resulted in all existing Executive Members being re-elected to their position.

<b>President</b>	Chris Fletcher
<b>Vice President</b>	Chris Stredwick
<b>Treasurer</b>	Emma Lee
<b>Secretary and Public Officer</b>	Craig Kerr

Furthermore, this year's committee is Chris Fletcher, Chris Stredwick, Emma Lee, Craig Kerr, Anne Langham, Martin Owens, Steve Crocker, Jake Lee and Damon Griggs.

Following the AGM, Barry Omundson was our guest speaker and he entertained us with details of his background, his leadership philosophy and experiences and his vision for his new role as general manager of the Central Coast Council. Our (monthly) General Meeting then followed and our focus for the meeting centred around our Penguin Mountain Bike Park's Landscape Master Plan, the Penguin Mountain Bike Precinct Working Group and the development of new trails in the Dial Range.



Thank you to all those who attended our AGM.

## Tas Gravity Enduro Series

Doug Miller

2023/24 Tas Gravity Dates have now been released:

**Round 1** Nov 11-12 Meehan Range, Hobart

**Round 2** Jan 26-28 Tippogoree Hills, George Town

**Round 3** Feb 10-11 Wild Mersey, Railton

**Round 4** March 16-17 Maydena

**Round 5** April 13-14 Derby

Further information and registration can be found at [Tas Gravity Enduro Series](#)



## The New Zealand Approach to Playgrounds

Chris Fletcher



I've recently been reminded that our neighbours across the Ditch (the Kiwis), do riding soooo well. Gravity, touring, gravel, bike packing.....and kid's riding parks. Having had more than a passing interest in playgrounds both indoors and out for most of my adult life, I was not surprised to see that New Zealand playgrounds have continued to evolve and indeed stay 'trendsetters' since my last visit in 2018.

Of note, this trip was a kid's bike skills park on the shores of Lake Wanaka, about 90 north west of the fabulous adventure capital of the southern hemisphere, Queenstown. It comprised of about 20 skills elements designed for your just getting started off road 'warrior'. There were rock sections and sand, bridges of different elevations and width, multiple 'skinnies' but all just raised to above ground level.

Small drop offs, roll overs, a lengthy pump circuit.....you name it, the local riders had it all in a beautiful natural setting of about half a hectare. Apart from the playful layout and the multitude of non-threatening fun challenges, I was also struck by the simplicity of the build. None of the plastic, aluminium and steel that have dominated kid's playground design in the last decade but natural building materials of gravel, stone and wood.

As with Japanese public gardens, it seemed that every stone used, had been carefully selected ...This wasn't some random design

stuck in the middle of a section of vacant public open space, but a carefully crafted 'treasure



chest' of challenges for young riders. And easily accessible.... the main shared pathway back into town ran straight by it.



I'd like to think that with the redevelopment of the Penguin Mountain Bike Park we can expand our offerings to our beginner riders. Imagination and design are the key, and it doesn't have to be expensive.

Then there was 'Chipmunks Playcentre and Café' in Queenstown. Mind blowing of a different type!

### Club Merchandise

Craig Kerr



Do yourself (and the Club) a favour and grab an Iron Tor or Penguin MTB Park tee! Just jump onto the CCMBC website and it will lead you to the great guys at [Trail Project](#). At our website you can also kit yourself out with an iconic Club riding top or a magnificent Iron Tor poster created by club member Chris Scott. These items make great birthday or Christmas presents and financially contribute to



supporting the local mountain biking scene. [http://www.cmbc.com.au/shop\\_merchandise/](http://www.cmbc.com.au/shop_merchandise/)

### Club Working Bees

Craig Kerr

The Club's recent working bees have focussed on maintenance of our very popular Iron Tor trail. Big thanks go to Ron, Rick, Stephen, Peter, Craig, Sandy, Mick and Chris for their recent efforts with rock armouring of the Iron Tor climb. These sections will be a lot more robust when wet. Special thanks also go to Chris Stredwick for organising working bees and tirelessly managing our trails. We encourage all members and riders to help with working bees. Apart from maintaining our trails in top condition, they are a great way to make new friends and several hours in our lovely outdoors environment are always good for your wellbeing.



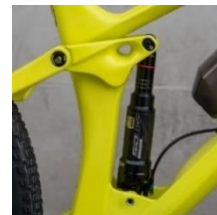
## 11 tech innovations which have been Mountain Bike Game Changers

This article and photos have been extracted and summarised from [www.bikeradar.com](http://www.bikeradar.com) (as detailed later)

**1. Purpose-built mountain bikes** In 1977, California-based rider Joe Breeze created the first purpose-built mountain bike. At the time, trail lovers had to make do with repurposed bikes called 'clunkers'. Built up with the latest 3x6 drivetrains and adapted motorcycle brakes, they left any other bike in their dust. Just four years later, in 1981, the first mass-market mountain bike was unveiled. The Specialized Stumpjumper brought mountain biking to the mainstream.



**2. Suspension** In 1985, Horst Leitner changed mountain bike history with his first prototype Horst-link bike. His Horst-link design (also known as a four-bar link) became one of the most widely used linkage designs on the market. In 1991, RockShox released its first suspension fork, offering roughly 50 mm of travel. The RockShox suspension fork lacked adjustable rebound and compression damping. However, despite these flaws, it changed the game and its telescopic design is still mirrored by the best suspension forks on the market today.



**3. Dropper posts** By the mid-1980s, mountain bike innovation had truly taken off, with full-suspension frames and telescopic forks opening the door to a whole new world of trail riding. But one problem remained – you had to stop every time you wanted to lower your seatpost for a technical descent. In 1984, Josh Angell and Joe Breeze came up with a solution called the Hite Rite. The Hite Rite relied on a simple spring mechanism, which was attached by two collars to the bike's seat tube and the seatpost. In 1998 Kind Shock (KS) released what it claimed to be the first real dropper post. Inspired by the height-adjustment system found on office chairs. In 2010, the game changed again with the introduction of the first RockShox Reverb. Using a fully sealed hydraulic system and handlebar-mounted remote, the Reverb boasted 125 mm of infinitely adjustable travel and paved the way for the next generation of dropper posts.



**4. Disc brakes** In the early days of mountain biking, riding speeds kept increasing year by year with the help of new frame designs, suspension technology and dropper posts. Mountain bike brake technology had a hard time keeping up. Though mechanical disc brakes were around as early as the 1970s, the cantilever rim brake remained dominant until the early 2000s. The first hydraulic disc brakes started popping up around 1980, but didn't become mainstream until the mid-90s. The release of Shimano's XT M755 disc brakes in 1999 represented a watershed moment when disc brakes began to take over en masse.





**5. 29ers** Twenty-nine inch wheels have been around since the beginning of the sport. Sharing the same rim diameter as 700c road wheels, they have been used experimentally since the early days of mountain bike design. Due to a lack of quality affordable tyres, the bigger wheels



never really got rolling, and 26in was the only mainstream wheel size on the MTB market until Wilderness Trail Bikes (WTB) released the first purpose-made 29in mountain bike tyre in 1999. The benefits of 29in wheels were hard to deny, offering better grip and rollover characteristics

than the industry standard of 26in. In 2013, a compromise had been found in the form of the 27.5in wheel size (also known as 650b). Offering increased grip, rollover and stability over 26in wheels without the handling downsides found on early 29ers, 650b quickly became the standard for mountain bike wheels. However, 29er development continued in the shadows of the 650b hype. Though 27.5in bikes are still available and have undergone something of a renaissance with the arrival of mullet bikes, for performance-focused riding, 29ers generally reign supreme.

**6. Tubeless tyres** Punctures are one of the most common and annoying mechanicals that can happen to you out on the trails. The tubeless concept was born in 1999 when Mavic, Michelin and Hutchinson came together to pioneer what they hoped would become the universal standard for tubeless tyres, dubbed UST. Despite proving successful in reducing punctures on the trail, the uptake of UST technology was slow. It also wasn't truly universal, requiring specific tyres and rims for a successful tubeless seal. In the year 2000, a man by the name of Stan Koziatek shocked the industry with his homemade solution to the tubeless problem. Using a standard tyre and rim combination, Stan taped the rim bed and added a home-brewed tyre sealant solution before mounting the tyre. His system was effective, cheap and truly universal, and soon wheel and tyre manufacturers from across the industry were flocking to use his findings in their own products. In 2001, Stan's No Tubes was born.



**7. 1x drivetrains** Since the introduction of the first dedicated 1x drivetrain by SRAM in 2012, the mountain bike industry hasn't looked back. Offering increased simplicity, reliability and



chain retention over traditional 2x or 3x drivetrains, 1x drivetrains also save weight while reducing maintenance. Another benefit of doing away with the front derailleur is the possibility of new frame designs. The space gained by the removal of derailleur mounts and large front chainrings has

opened the door to technology such as high-pivot suspension linkages. It also enables manufacturers to shorten chainstays and widen rear axle standards without negatively affecting the frame's chain line. 1x drivetrains also enable designers to broaden the main pivots and use larger bearings, improving stiffness and longevity.

**8. Long and slack geometry** As riders have pushed themselves and their bikes onto more demanding terrain, MTB frame geometry has had to evolve with the sport. Now, the words “long” and “slack” are almost a given when you hear a brand describing how it’s updated a bike’s geometry. The head tube angle is the angle of the head tube in relation to the ground, and a “slack” angle is anywhere from 63 to 66 degrees. One of the first brands to adopt the long and slack geometry ethos and boldly market it was Mondraker, coining the term “Forward Geometry” with its radical Centre Stem. This trend saw head tube angles becoming slacker, increasing stability at high speeds and confidence on steep trails.



**9. Electronic gears and suspension** In recent years, electronic components have sprung onto the MTB scene. Although Shimano paved the way with electronic drivetrains in 2014, SRAM



changed the game in 2019 with the introduction of its 12-speed [Eagle AXS](#) drivetrain, offering entirely [wireless shifting](#). The rest of the industry is still catching up. SRAM shows no signs of slowing down, expanding the AXS ecosystem and bringing wireless

suspension control to the mountain bike market in the form of its [RockShox Flight Attendant](#) technology. This automatically adjusts suspension damping to the terrain using sensors in the forks, shock and cranks. The system also enables you to adjust compression modes on the fly, using SRAM’s AXS shifters. [SRAM T-Type Eagle Transmission](#) sees the brand up its electronic game even further. The design does away with limit screws and enables you to make micro-adjustments via an app.



**10. Electric bikes** It would be impossible to list game-changing MTB innovations without mentioning electric mountain bikes. Quickly becoming the fastest-growing sector in the industry, the best electric mountain bikes give their non-assisted counterparts a run for their money on even the most gnarly descents. On the climbs, of course, they outperform even the lightest cross-country bike and provide bucket-loads of smiles whatever the gradient.



**11. Carbon and alloy frames** Early mountain bikes were made from steel. While some still swear by the springy, damped ride quality and resilience of a steel frame, there's no denying the introduction of alloy and, later, carbon frames has enabled engineers to push frame design into new realms. Carbon and alloy offer designers the ability to create complex frame shapes that can accommodate new suspension designs without increasing weight or compromising on stiffness.



This article detailing 11 tech innovations that have transformed mountain biking was written by Finlay Anderson and published April 6, 2023. It has been extracted and summarised from a bikeradar article found at: [www.bikeradar.com/features/tech/mountain-bike-game-changers](http://www.bikeradar.com/features/tech/mountain-bike-game-changers)

## Club Sponsorship

Craig Kerr

Twelve months ago, the CCMBC rolled out its inaugural sponsorship program and this resulted in 8 local businesses financially supporting our club. Many thanks go to the following businesses and we in turn encourage you to support them:

- Penguin Beer Co (Gold)
- Core Exploration (Gold)
- Lane's IGA Penguin (Gold)
- Next Level Mountain Bike (Gold)
- Ulverstone Cycles (Silver)
- Fletcher Medical (Bronze)
- Hey Buddy (Bronze)
- Patrick St Clinic (Bronze)



We are currently in the process of contacting existing and potential new sponsors for the '23/24 financial year. Please get in touch with Secretary, Craig Kerr ([craigkerr210@gmail.com](mailto:craigkerr210@gmail.com) 0407 254 255) or President, Chris Fletcher ([cfletche@iinet.net.au](mailto:cfletche@iinet.net.au) 0455 522 297) if you are interested in supporting your local mountain bike club and we can forward you sponsorship details. Our new sponsors will be recognised in our next newsletter.

## Feedback and Contact

Please email the club with any feedback at [club@ccmbc.com.au](mailto:club@ccmbc.com.au) or to unsubscribe from our newsletter distribution list. Newsletter subscription is free and available from our website and our postal address is PO Box 458, Penguin 7316

Our webpage is <http://www.ccmbc.com.au/>, here you can find lots of information covering trails, contacts, events, donations, membership, photos, merchandise, newsletters etc.