

the OLYMPICS (OR NOT) Edition

Contents

<i>Olympic Transport</i>	1
<i>New Executive</i>	2
<i>Letters to the Editor</i>	3
<i>Olympic Events</i>	4
<i>Bike Bits</i>	4
<i>Coffee & Cake</i>	5
<i>Diary Dates</i>	5
<i>Touring</i>	6
<i>Bike North Clothing</i>	7
<i>Olympic Volunteers</i>	8
<i>Advocacy – Working groups</i>	9
<i>Rides Calendar</i>	11

Got something to contribute?

Please send your literary contributions, letters, pictures, jokes and cartoons to the Editor - Chainmail through the usual channels.

FOR SALE

Girls mountain bike. Gemini 24" wheel size, Razzamatazz rainbow colours orange/yellow/green with fluoro orange gel seat. 12 Shimano SIS gears. Polygon brakes. Suit 8/9 years old to early teens depending on child's size. 8 years old. \$150 negotiable. Contact: Carolyn New on 9438 1903; carolyn@ihug.com.au

Wide leather saddle (ladies) \$20. Narrow Speedie Professional leather saddle (suit classic bike) \$20. Non-cleated Rivat French cycling shoes, size 40, \$20. Contact Alan Mackay 9817 3520 (h); 9805 6541 (w).

Olympic transport

One view of Olympic transport

Kin-Yat Lo

Transport Minister Carl Scully, and everybody else, seems to have been patting themselves on the back on the "success" of transport during the Olympics. But was it that successful?

From one perspective, it was successful. The public transport (especially the excellent Olympic Park bus services) did manage to make people realise that there is life beyond the motor car.

But, why were the "park and ride" sites always full? Why couldn't public transport work well enough to take people straight home from a venue (albeit with train/bus changes)? And what about bikes?

Bikes were clearly not taken very seriously – despite what ORTA said. Take Penrith Whitewater Stadium for example. The venue is located just 6 km outside Penrith and surrounded by flat terrain – translating into perfect bicycle commuting territory.

So why did so few people commute by bike? There was no bike parking at the venue itself – the lock-up enclosure was about 800m from the front entrance, accessible only along a narrow (and dangerous) dirt road. One has to wonder why money was not spent on building an off-road cycle path or why bike parking was not built at the venue entrance. Surely, there would have been a lot more people who would ride 6km to Penrith rather than waiting in long queues for buses.

This applied equally to virtually every venue – including Homebush Bay itself. At North Gate, bike parking was within an enclosure located behind buildings, completely out-of-sight. Not to mention the long walk. Why couldn't the enclosure be built at the accessible entrance beside the Superdome???

What about the cycling venues? Thumbs down there too. Granted, the road cycling course was bike-accessible. However, I walked from the city and then around the course simply because it would have been impossible to fit a bike inside a peak-hour train.

There was **no** bike parking at the Dunc Gray Velodrome, despite it's location on relatively flat terrain and an easily commutable distance from Bankstown and Liverpool, as well as Homebush Bay and the media village at Lidcombe.

Chain Mail

There was no parking at Fairfield City Farm either. At both venues cyclists could only leave bikes locked to a wire fence. It was, however, reasonably secure – surely the volunteers on the gates would notice someone with a pair of boltcutters.

There, cyclists could at least have been spared the 1.2km “death march” into the mountain bike venue, simply by placing bike parking spaces behind the broadcast centre.

What about access itself? Commuting cycleway between the cycling venues and Homebush Bay? They did plan for one, but it hasn't been built yet!

Olympic transport 2

Yaffa Gould

Geoff and I rode into town on the first Saturday to have a peek at the Triathlon. The Bridge lane had a stream of continuous bike traffic, and one unfortunate walker! In town, there were bikes everywhere. We hadn't checked the map and came into Circular Quay. That entrance into Macquarie St from the Quay was blocked. Geoff noticed some stairs going up from the Dendy, at the top an automatic rotating door, no other exit. Getting the bikes through proved a challenge!



Olympic bike parking?

On Macquarie St, there were bikes being wheeled, parked and stood on, in order to get a better view! It was great to see so many bikes. Getting rid of parking in the City seemed to make people just get on their bikes!

Being green (and not gold)

[This article is based on an article written by Maynard Hershon – a well-known cycling writer with columns in various publications including *Winning magazine* and *Velo News*]

As cyclists, we see ourselves and our sport/recreation as being green – environmentally friendly. At the lights, we look across at the motorists in their steel cocoons and feel superior. We think “we're green; they're not”. However, that's not *necessarily* correct.

We know bikes don't burn petrol like motor cars do and bikes don't cause air pollution. Bikes also use less material and energy in their construction. However, beyond those givens, what's so green about cycling?

The fact is that cycling is only green when it keeps us from driving, ie when we ride *instead* of drive.

Let's say that you drive your car 15,000 kms a year or somewhere around the national average, and you get in lots of cycling too – say 4-5,000 kms a year. However, you still put same 15,000 kms on you car. So, is your cycling green?

Are you spewing out the same number of particulate brown meanies into the air, and feeling superior to motorist-polluters, while you turn yourself into a bronzed god/goddess in your spare time?

New Bike North executive

The Bike North Annual General Meeting was a great success, with a great ride around Wahroonga, wonderful wacky races, an interesting skills course, much good humour and laughter enjoyed, and many chicken legs and rolls consumed. An all-round great day.

And, we managed to conduct a bit of formal Bike North business as well. Just to let you know that your new executive is now:

PRESIDENT

Michael Chow – 9874 1461 (h);
9857 1420 (w);
mchow@cch.com.au;
samnchow@onaustralia.com.au

SECRETARY

Alister Sharp – 9879 3664 (h);
jollshar@zeta.org.au

ADVOCACY OFFICER

Doug Stewart – 9887 1478 (h);
speedwell74@yahoo.com

TREASURER

Brian Fong – 9713 5612 (h);
honey_bun@telstra.easymail.com.au

MEMBERSHIP OFFICER

Stephanie Groves – 9887 1478 (h);
stephg@start.com.au

RIDES CO-ORDINATORS

Pam and Colin Kendrick – 9872 2583;
colkendrick@optusnet.com.au

Please don't hesitate to contact any of these executive members regarding Bike North business.

Letter to the editor

Dear Sir,

As one who is unashamed to admit being referred to in an article entitled "Bearded Blokes on Bikes" (Chain Mail 11, May 2000) by Jo Arblaster, I feel it necessary to put the record straight.

It is not as though I wish to offer a defence against her charges, in fact there is more than a little truth in all but her the garden gnomes theory, rather I proffer some other reasons why grey-bearded men are cyclists.

WHY GREY?

Black and white represent opposing arguments – grey is the colour of compromise. Cyclists are always forced to compromise.

- "Sure, we'll give you a bike lane on the harbour bridge. It shouldn't be too hard to carry your bikes up 5 sets of steps."
- "You want a bike plan, no problem, but we can't join it all together, and it will take more than 5 times as long to build than the M2"
- "Park your bike at the railway station – Sure! Its free if you leave it here, though we can't accept any responsibility for it, or you can go 5 stations further along and pay for a locker."

WHY BEARDS?

Cyclists have to wear helmets (to show how dangerous cycling is) so there is not much point in having grey hair!

The grey beard is a symbol and consequence of the life-style endured by Australian cyclists. Female cyclists have no obvious way of showing this, so must be content to spend their cycling time pondering the reasons for men with beards. It is perhaps for this reason that there are so few female cyclists around – they are afraid of growing a grey beard.

Keith Grey-beard Griffin

I commute 6 km each way to and from work every workday on my bicycle. If I wasn't a cyclist, I would probably drive a car. Those 6 kilometres are the only ones that I do that are essentially kind to the earth because they're done on a bike, instead by car.

Training rides are fun but they aren't green. Such cyclists are on their non-polluting bicycles but they're not keeping their cars off the road. They're not going somewhere that they would have gone in a car.

Bicycle racing is exciting but it isn't green either. Racers and support people fly and drive to and from events. Motorcycles and cars, sometimes dozens, precede and follow big races. If watching the Tour de France or an Olympic race inspires a few spectators to pump up the tyres on their old ten-speeds and ride to work instead of driving, that is racing's *one and only* ecological saving grace.

Big group bicycle rides, like centuries or the Sydney to Gong, aren't necessarily green either. Participants and their support, drive many kilometres to events filling the roads and parking lots to overflowing. Drive 200 kms to ride 100 kms.

Even bicycle touring is not necessarily green. If you drive or fly to the start and from the finish, are you walking gently on the earth or are you merely taking an athletic vacation?

Start and end a tour at your door, ie one that you would have done in a car, and you've done something you can call green.

Bicycle commuting truly is green. However, it is difficult. It takes grit. It's cold in the winter and wet when it rains. Commuting reality for most of us is mean streets clogged-up with one-person carloads of tight-jawed, resolutely uncharitable motorists.

Tough and scary as it is even though green is "in", bicycle commuting is NOT growing. Commuting attracts mostly cycling's true believers. Hey, maybe you're a true believer yourself or on your way to becoming one.

Listen, true believer:

- if you want to put your muscles and resolve where your ideals are;
- if you want to do what you can for the water, air, your health and the health of your fellow human beings,

put in the kilometres where they matter!

Ride your bike to work/university/school. Run errands on your bike. Ride your bike whenever you can. Leave your car parked. And if you don't have a car and truly don't need one, don't buy one. Just ride.

Internet Reminders

Bike North web site	http://galifrey.triode.net.au/bikenorth/
Rail Trail web site	http://galifrey.triode.net.au/RailTrail/
BikeBus web site	http://galifrey.triode.net.au/bikebus/
Bike North email address	bikenorth@galifrey.triode.net.au
BikeBus email address	bikebus@galifrey.triode.net.au

Olympic events

The Madison

Liam Sharp (aged 10)

[For those of you who were intrigued by this strange track cycling race at the Sydney Olympics, Liam explains all – Ed]

The Madison is a track cycling race. It is called the Madison because it originated in Madison square garden in New York and the Sydney Olympics was the first time the Madison has been an Olympic event.



Rules: the Madison is a tactical team race for men and takes place over 60km. It begins with a mass start with a maximum of 8 teams of two. Only one rider competes in the race at any time.

The teams try to win by accumulating the most points over 240 laps with a sprint every 20 laps. For each sprint you get 5 points for coming 1st, 3 points for 2nd, 2 points for coming 3rd and 1 point for 4th. You must let faster riders overtake without obstruction.

Equipment: the Madison is a track cycling event and, therefore, it is held on a velodrome that is normally wooden. A velodrome normally has a circumference of 250m. The velodrome is banked the whole length, the banking is steeper on the corners (42 degrees) than on the straights (12.4 degrees). The bikes used must have a triangular frame that doesn't

exceed 50cm in width and 2 meters long. Also wheels should be the same size (either 66 or 68 cm in diameter). Track bikes have a fixed gear and have no brakes. The bikes can be made of steel, aluminium, titanium or carbon fiber.

Sydney: the Sydney Olympics Madison was held on 21 September at the Dunc Grey Velodrome in Bankstown (Dunc Grey was the Gold Medallist who won the 1km time trial at the 1932 Los Angeles Olympics). In the Sydney Madison, 14 countries competed including Australia, Great Britain, France and Russia. Australia's Aitken and McGrory won with 26 points.

Bike bits

Ouch!!!

Doug Stewart

The following is a true story. The names and places have been changed to protect the guilty. This could happen to any of you.

You are riding along a suburban shopping street past the usual long line of parked cars. A car passes you and then pulls up in the traffic line for the lights. As you move to pass the stationary car on the left (legal under the Australian Road Rules, Rule 141), you notice the passenger door open up. You call a warning and the door stops. Thinking it safe to proceed you do. [All you readers already know how this is going to end, but it did happen to a very experienced cyclist so read on.]

As you reach the door, it swings open into your path. No chance for anything. You are down!! The bike is OK but you end up with a graze on your arm and a bruised shoulder where the door made contact. Ouch!!

Then an argument ensues between the parties as to who is in the right

when you are passing on the left and a passenger opens the door in front of you. Remember that they have only just driven past, but it did not register that there was a cyclist about (Australian Road Rules, Rule 269(3)) provides that in any case, the door opener must ALWAYS do so with care). You don't make a complaint and you ride home a little bit worse for wear. Luckily the car paintwork is not damaged or the argument might have gone further.

The moral of this story is to keep a close watch-out whenever passing vehicles on EITHER side if they are occupied. Things happen very fast. Ride safely.

Muggacinos ?

The Muggacinos (a long distance/endurance social riding group) have linked up with Bike North to put challenging Sunday rides on our rides calendar. The rides are usually between 75 and 150 km, start at Turrumurra Station and for **seasoned road riders only**.

The Muggacinos calendar of rides takes in a plethora of delightful cafes and restaurants, including Yarramalong Manor, Pie in the Sky, Green Shades Nursery Cafe at Galston, Bayview Marina, The Red Herring, Pier at Brooklyn, Paterson's Patisserie at St Ives and The Landing at Windsor.

The Muggacinos also participate in the 150 km Fitz's Challenge in Canberra in October and the 200 km Audax Alpine Classic in the Victorian Alps on Australia Day.

Look out for the Muggs rides on the Bike North January/February rides calendar. Further rides will be added to our November/December rides calendar on the Bike North website soon.

You can also find out about the Muggs by visiting their website – www.muggacinos.com or by contacting Phil Johnston – 9312 3319 (w); johnstph@cba.com.au

Coffee and Cake

It's no secret that we at Bike North like to stop for good coffee and cake on our rides, whenever and wherever possible. In fact, some would say that we make a point of it!

Stopping for a mid-morning break seems to make good sense to us. It provides riders with the opportunity to have a rest, stretch the legs, have a chat and, perhaps most importantly, have a cappuccino and a nice piece of pastry.

We think that, besides all the usual good reasons for riding a bike (yeah, you know – health, fitness and fun, transport), to eat well, but not excessively, is really important.

So, what would you think about stopping at a patisserie where there's an absolutely awesome selection of delectable cakes? Where the coffee is just right? Where they greet you and treat you like valued customers? Where they provide good old fashioned service – attentive and unrushed? And, where suggestions are made about the "best of the day"?

These are some of the reasons why we visit our friends, Mario and Grace, at Le Palme Pasticceria so often. And here, some of our regulars tell you more.

- Doug – “Always soooooo friendly.”
- Carolyn – “My favourite memory is of being plied with choccies and music when Mario insisted that we wait for the Easter Bunny, who brought even more choccies.”
- Colin – “I remember Grace saying ‘call me Mother because I look after you all.’”
- Michael – “I just ring them a couple of days before and tell them we're coming and they set up on the promenade for 20-30 riders – there's never a problem.”
- Matthew – “Can't get over Mario standing in the middle of the street with his whistle, stopping the traffic so that the cyclists can go first.”
- Kevin – “We were really disappointed when we got there the other day and discovered that they're closed on Tuesdays.”

Le Palme Pasticceria is located at: 88 Majors Bay Rd, Concord (9743 3641).



Diary Dates

Cycle Sydney

3 December

Sydney's big cycling event is on Sunday, 3 December. The route is identical to last year's, starting at North Sydney and finishing at Parramatta Park.

Bike North members are encouraged to enter this event as part of our team – more details from Col or Pam Kendrick (our rides coordinators) – 9872 2583; colkendrick@optusnet.com.au

We want as many members as possible to ride together, wearing our new Bike North jerseys.

Bike North Christmas Party

10 December

This year, our Christmas Party/Picnic will be held on Sunday, 10 December at Putney Park, Putney (just park in the carpark near the children's play area and look for us). Meet at 10 am for a mystery ride or come at 11.30 am for the picnic.

Bike North will be providing the food (out of a couple of windfall gains that we've had this year) so just bring your own drink and a blanket to sit on. A great day out for young and old guaranteed.

The Olympics and cycle touring

Keith Griffen

While we [Keith and Fran] have done a little cycle touring, we would not class ourselves as experienced cycle tourists. The period of the Sydney Olympic Games provided us the opportunity to try a more ambitious tour and, perhaps, to escape the madness for a while. So, while many Sydney-siders were catching a train to Homebush, we would be cycling along small back roads in NSW and Victoria.

Planning the route was not so hard. We bought topographic maps of the areas we thought we might like to visit and spent some time deciding how to avoid big cities and towns, as well as major roads. The final result was a route from Cowra in Central-West NSW to Rutherglen in NE Victoria and back by a slightly different route. The total distance was to be about 1,000 km and, of course, we would be forced to spend some time in Rutherglen sampling the local wines.

On 10 September at 08:30, we began our journey. Four of us set off on a cold windy day which threatened to make us regret our decision to quit Sydney. The next day was worse, it rained as well as being very cold and windy

again. Finally, on Day 3, the sun came out and cycling became a little less cheerless, though wind and cold still made the going tough. By the end of this day, we had covered 216 km, less than the distance the men were to do in the Olympic cycle road race!

On Day 4, our perseverance was rewarded with a bright sunny, warm and windless day. We had only 63 km to cover this day, and the change in the weather was reflected in our riding and demeanours.

We were now in the town of The Rock. On the way here we had stayed in Young, Temora and Coolamon and

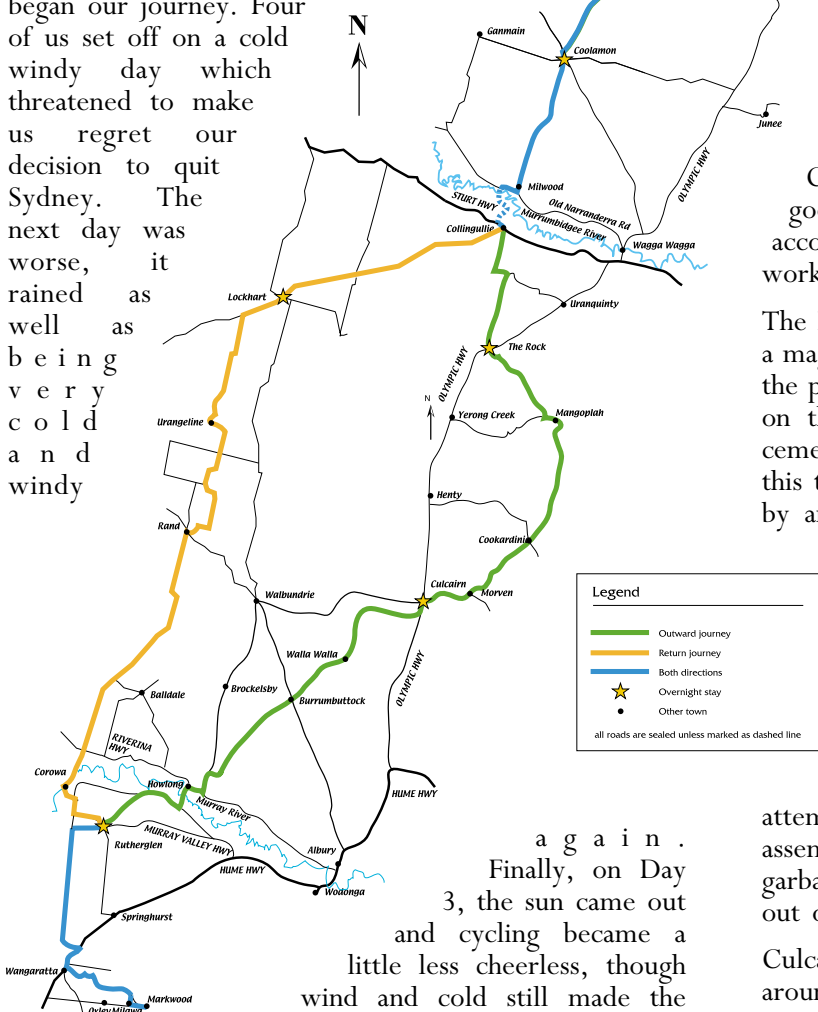


discovered that, for all these towns, one must climb big hills to be allowed entry! The Rock was different. We had a great downhill run just before town. The Hills around Temora were not the worst of it. The night we stayed there, our accommodation was primitive to say the least. The publican couldn't pull a beer to save his life and there was nowhere in town to have dinner. Coolamon had been an oasis of civilisation, with a good coffee shop, reasonable pub food, excellent accommodation and bar attendants who knew how to work the taps.

The Rock was different in other ways too. The old Pub, a magnificent old building, was now privately owned and the pub had been moved to a boggy patch of ground out on the main road in a 1960s style (or lack of style) cement building with a budget motel attached. Despite this the rooms were quite acceptable, though not stylish by any means. And while the cook managed to avoid poisoning the patrons, she did suffer an humiliating defeat at pool by Fran!

The next day again presented inspirational weather, slightly dampened by the discovery that my favourite knicks had been nicked from the clothes-line during the night. "Jackson", the pub Rotweiler, a docile and friendly creature, became incensed at our departure and insisted on attempting a pole vault, minus the pole, over the assembled garbage bins. He managed to spread the garbage almost as far as he followed us down the road out of town.

Culcairn was the next stop, but we went the long way around to avoid the main road and to keep the distance sensible for a day. Only one day to go to Rutherglen, which we reached with several hours to spare before the Olympics opening ceremony. The scenery so far had been magnificent: bumper crops of canola and wheat; sheep, many of which were Sean [a la Wallace and





Day 4: Crossing the Murrumbidgee

Grommit]; dairy cattle; rows of hills; and lagoons full of water birds with young dutifully following behind.

We spent a few days not cycling except to visit a few wineries close to town. Then we took an overnight excursion to visit a winemaker friend at Markwood Estate and the Milawa Cheese factory. After this, our two companions, Daniel and Mark, caught a train back to Sydney, while we cycled back to the opulence of Rutherglen.



Another day of rest, which was spent watching the Olympics on TV, prepared us for our longest day's ride ever – 117 km to Lockhart. Surprisingly, we achieved this distance without too much trouble, stopping now and then to take photos or have a snack. Next, we headed off to Coolamon again,

but this time the crossing of the Murrumbidgee River did not require us to walk the trikes through the water. The local press had caught wind of our tour and managed to interview and photograph us the next morning as we left for Temora. We had been in Temora almost a fortnight ago and had not liked our accommodation so we planned to stay at a different establishment this time. Unfortunately, we arrived to find the town full of visitors for the local show and some speed boat races so we were forced to ride an extra 40 km to Barmedman.

Here, we found a very civilised bistro in the wonderfully restored pub. The other pub was very similar and the accommodation here was both excellent and inexpensive. As we were not in the place we had planned to be, our next day's route had to be reworked and this meant a 10 km stretch of very bumpy dirt road, and 89 km of varying quality of sealed road. The dirt road would have been OK on mountain bikes, but on tour trikes it was very slow going indeed. Again the scenery was worth the effort of another long day and on our arrival we enjoyed the quiet of a Grenfell Sunday afternoon.

The final day of our journey saw us make a route change which cut about 15 km of that day, but added quite a few hills and a significant headwind. 85 km later we were back where had had begun a little more than 2 weeks earlier.

All up we cycled more than 1,050 km, played several games of pool

per day, drank a few beers and some wine most days, ate copious quantities of dried apricots and nuts (cheaper than petrol, and much tastier), stayed in 11 different towns and passed through many others.

Though we did not attend any Olympic events, we saw many on TV and our daily cycling somehow made us feel that at least we were entering into the spirit of things. We had set ourselves a challenge, a longer ride than we had ever attempted, and we had completed it despite some unforeseen obstacles. Isn't that what the Olympics is about?

Riding the Torrens River Cycleway

Declan Sharp (aged 8)

What did you do on your holidays? We went to Adelaide, and rode on the Torrens River Cycleway. It was hard work because it had lots of ups and downs.

As we were riding, we saw some sculptures. The ride was 40 km long – that's the longest ride I've been on. At half-way, we stopped for about an hour.

My Dad and my brother went on but I didn't. We had lunch there. At the end of the track, it suddenly stopped. On the way back it was 20 km. I got my foot wet mucking about in the creek on the way back. When we got back we all had an ice cream, except Mum who had an iced coffee.

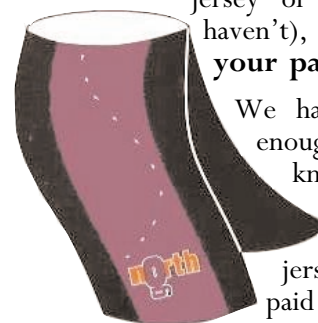
Bike North Cycling jerseys and knicks

By now, we expect that most members will have seen the new Bike North jerseys. These jerseys feature the introduction of a new corporate colour for us – orange, to go with purple and white. We think the colour combination is absolutely sensational and we hope you like them as much as we do.

With the release of the new jersey, we are proud to display new, prototype black knicks with a purple stripe (and line of bike riders) down each side. If you haven't

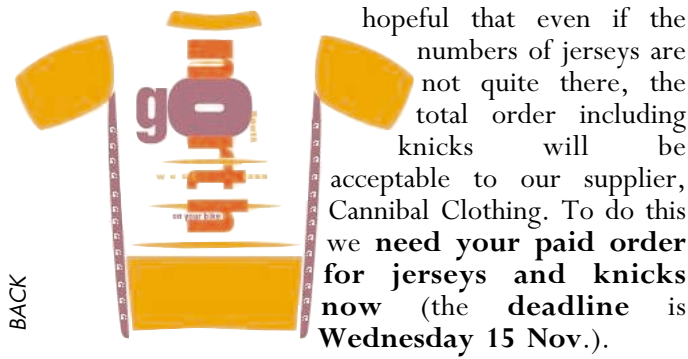
seen the knicks in the flesh, they are very striking and will be a stunning match with the jersey.

For those of you who have expressed an interest in either jersey or knicks (and for those who haven't), **it is now time to place your paid orders.**



We have now received more than enough expressions of interest in knicks but not yet enough for jerseys. The plan is to place an order for knicks and jerseys in November once all the paid orders are received. We are

Chain Mail



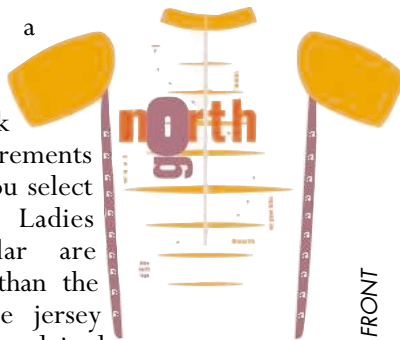
hopeful that even if the numbers of jerseys are not quite there, the total order including knicks will be acceptable to our supplier, Cannibal Clothing. To do this we need your paid order for jerseys and knicks now (the deadline is Wednesday 15 Nov.).

HOW TO ORDER

Complete the order form attached to this Chain Mail, with quantity and sizes required and send with payment to Clothing Co-ordinator, Bike North, PO Box 719, Gladesville, 1675

SIZING

Cannibal makes to a "European sizing" which can result in a small fit. Please check any specified measurements provided to ensure you select the correct size. Ladies jerseys in particular are shorter and smaller than the equivalent sized male jersey and larger women are advised to purchase men's jerseys. If in any doubt about sizing check out your local bike shop for Cannibal clothing.



JERSEYS

(chest measurement)

Mens cut

(chest measurement)

M-M (92 cm)
M-L (98 cm)
M-XL (104 cm)
M-XXL (110 cm)

Ladies cut

(chest measurement)

L-XS (78 cm)
L-S (84 cm)
L-M (90 cm)
L-L (96 cm)

KNICKS

Mens Cut:

(Waist Measurement)

M-XS (70cm)
M-S (75cm)
M-M (80cm)
M-L (85cm)
M-XL (90cm)

Ladies Cut:

(Waist measurement not provided)

L-S: 8-10
L-M: 10-12
L-L: 12-14
L-XL: 14-16

COSTS

Knicks \$57, Jersey \$75, Optional postage delivery \$8.

You will be advised of several dates and locations to pick up your order once we receive the jerseys and knicks from Cannibal. If you don't want to collect your clothing please add \$8 postage to your payment for delivery.

All enquiries to Rick Mockridge, Clothing co-ordinator, Bike North, 0418 284 052; rpm@ricksidea.com.au

Olympic volunteers

I could have been a real shrimp on a bike!

Maria Theoharous

Did any other Bike North member take up the option to volunteer with the Olympics in September? [See Kin-Yat's article below]

Were there any other Bike North members who might have become a "Shrimp on a Bike" at the Closing Ceremony?

The News list emails we get always contain "out of the ordinary" requests. When I received the email to volunteer for the Olympic cycling events, I decided it was too good to refuse.

Caroline Gleeson [SOCOG's cycling manager] conducted the initial interviews with prospective cycling volunteers. Her enthusiasm for cycling rivalled that of our own Carolyn New – I knew I would be in good hands.

We were also involved at the Marathon test event in April. Now that was a real buzz! 5,000 runners were involved in this Greek Easter Sunday (I count myself lucky to having two Easters most years) and I was stationed at the turn-around point near Pagewood. This gave me a taste of what was to come in September.

There were orientation and venue training days for the "Road Crew" prior to the Olympics. I felt like we were rebels in goofy white Akubras!

The road cycling events were in the second week of the Olympics and so we also experienced volunteering in the wet! This was my first stint at volunteering but I'm sure you can empathise if you have volunteered or cycled in wet weather. The men's road race (Tour de France in Bronte) and the individual time trials were most impressive as the pack was huge and their efforts awesome.

I was also involved in both Marathon events and so I was too tired to take up the Closing Ceremony ticket offer when I heard about it. Boy was I kicking myself when I saw the shrimps on bikes! I declined the offer to try out because of work commitments. Some cyclist I turned out to be!

Thank you to the Bike North connections for the opportunity to volunteer at Sydney 2000 [Maria also helped out at the Paralympics road cycling events].

Olympics mountain biking – a volunteer's perspective

Kin-Yat Lo

In the last few weeks, much has been said about the role of volunteers in the successful running of the Olympics - so what is it like to be a volunteer at an Olympic cycling event?

I worked at a spectator crossing point for the duration of both mens and womens Olympic mountain bike races - and they were the most stressful shifts I had. It shouldn't have been but we were short of around 60 staff including two sports marshals at my spectator crossing point.

I was located up near "God's Gate", and thankfully it was the only part of the track out of camera range. Otherwise our one and only near miss would have been shown live around the world.

The job was fun and rewarding though as I saw my favourite event live. And, perhaps more importantly, for free!!! I also acquired a rare athlete's area pass – it was quite a thrill to be sitting around in the athlete's lounge after the races – the most memorable being the men's race.

The triumph and disappointment of the Olympics was never more evident than in the Australian camp. A lot has been said about Cadel Evans' race, and his disappointment was there for all to see as soon as he escaped from the eyes of the world's media, slumping at a lonely picnic table. Paul Rowney, on the other hand, was clearly elated at his 10th place ride, holding a black marker waiting for autograph hunters (ie us hard-working marshals!), as well as joking with other athletes. It also made me realise that the Olympics are not just about gold medals but about achieving personal bests.

And oh yes, it was also about taking a good look at everybody's bikes (Cadel Evans' Cannondale redefines the meaning of "light"), and wondering whether one of them would make me ride any faster (so that I could make it to Athens in 2004).

Advocacy

Hornsby

*Graeme Edwards 9476 3624; graeme@idx.com.au,
Kevin Mason 9868 2904; kevmason@enternet.com.au*

After a period of inactivity, the Hornsby group has reformed and is back in the business of looking out for cycling interests in the Hornsby Council area.

Kevin Mason and Graeme Edwards are the convenors of the group and so far we have had two meetings that have been well attended. Under the guidance of the members of the Bike North executive, things are progressing well even though the new members of the group are still coming to grips with how things work.

The main area of interest in the Hornsby region at the moment is the Councils Greenhouse Gas Emission Reduction strategy. In the strategy, the council outlines how it intends to reduce greenhouse gas emissions in the Hornsby Council

area. The council is keen to get community input and held an open public meeting to discuss the strategy.

Bike North representatives attended a meeting and were able to talk directly to the councillors and council staff about cycling issues. Of particular interest in the strategy was the section on transport. Council has contracted consultants to develop an Integrated Transport Plan for Cherrybrook and intends to adopt the plan as the model for all transport council wide.

This plan is still in the early stages of development and the members of the Hornsby group are actively seeking to become involved in the process to ensure that cycling and cycling facilities receive as much attention as other forms of transport.

To this end, some members of the group have conducted a saddle survey of the Cherrybrook area to identify possible cycle routes to support both recreational and commuter cycling and to develop solutions to what may appear to be major problems with providing cycling facilities.

Our next meeting is due to be held in a coffee shop after a short ride, in true Bike North fashion, and it is hoped that councillor Matthew Benson will ride with us and discuss cycling issues over coffee. If you want to join us and have your say, just contact Kevin.

Ryde

Wayne and Louise Spencer 9874 6977



The major Bike North activity in Ryde of late was our participation in the Granny Smith Festival. About 25 cyclists (of all shapes and sizes) had a fantastic time participating in the

parade. We had a range of interesting bikes including unicycles, tandems, trailers and trikes.

Bike North also had a stall at the festival and there was a high level of interest in both our group and the wide range of information on cycling which we were handing out. Judging from the number of inquiries we fielded at the stall, I think we can expect to gain many new members as a result of our participation. Thanks to all those who helped with both the parade and the stall.

Our other recent involvement on the advocacy front has been with the Putney-Tennyson traffic study. As a result of this study, it is likely that a significant number of traffic calming



devices will be installed along Morrison Rd, Putney. This road forms part of the Parramatta Valley Cycleway and is an important route for cyclists.

Chain Mail

The objective of the traffic calming is to facilitate a reduction in both the volume and speed of traffic using this route. Bike North fully supports both these objectives. However, we would like to ensure that traffic calming is implemented with consideration given to the safety of all types of traffic, including cyclists. With this in mind Bike North has submitted a detailed report to the consultants on the proposed traffic calming devices and has asked to be involved in further consultation on this matter.



Carolyn New carolynn@ihug.com.au,
Yaffa Gould yaffa@sdr.com.au

Schools as Rail Trail Supporters

The Rail Trail Team is now making contact with a number of schools along the proposed Rail Trail. Our primary goal is to swell the number of signed up Supporters and increase the profile of Rail Trails in Northern Sydney.

At the same time we hope to encourage the local community to "own" their little bit of the Rail Trail. How they do that depends on them. For example, the Rail Trail could be the subject of environment projects. Students could devise their own safe routes to the Rail Trail or imaginatively draw their concept of the Rail Trail. The possibilities are endless but depend very much on the ideas of the school community itself.

To create a Rail Trail Supporter School, we need just one enthusiastic person at the school, probably a teacher but also potentially a parent or student, who can see the great benefits of the Rail Trail for walking and cycling to school. We are now making initial contact with a number of schools so we can eventually identify those who will encourage their school to become supporters.

Do you have children at a school near the Rail Trail? Do you work at one of those schools. Do you know someone who just might work with us at a local school. If so, we would love to talk to

you about the potential for that school as part of our Rail Trail School Supporter Program.

Parramatta/Liverpool Rail Trail – November Launch

The 16km Parramatta/Liverpool Rail Trail in Sydney is due to be opened in early November. This is an exciting event that the Rail Trail Team plans to attend both to celebrate the first long Rail Trail in Sydney and as a subtle reminder to the Minister that we're still here waiting for our Rail Trails.

If you would like to attend the launch watch the Bike North email news list for details of the launch date or contact Rail Trails.

Rail Trail Email Lists

Subscription to the `rt_chat` and `rt_news` has changed and a digest version for `rt_chat` is now available under the email system.

Rail Trail Chat. `rt_chat` brings together the members of the Rail Trail working group and other interested people to discuss day to day Rail Trail advocacy work.

To subscribe to `rt_chat`: Send an email to `rt_chat-on@galifrey.triode.net.au` with no body text and no subject.

For digest mode send the email to `rt_chat-digest@galifrey.triode.net.au`

To post to `rt_chat`: Send your message to `rt_chat@galifrey.triode.net.au` as usual.

Rail Trail News. `rt_news` delivers a regular concise report of Rail Trail progress, as well as special bulletins from time to time. To subscribe to `rt_news`: Send an email to `rt_news-on@galifrey.triode.net.au` with no body text and no subject.

Next meeting – Thursday November 23rd, 8pm Geoff and Yaffa's place 14/55 Garland Rd, Naremburn, 9966 9262.

Hunters Hill

Alister Sharp, Tel 9879 3664; E-mail jollshar@zeta.org.au

Moocooboola Festival: Bike North does it again, but better!

Following the enthusiasm of last year's event, Bike North again took part in Hunters Hill's Moocooboola community festival, riding in the parade, and running a stall in the street market around Hunters Hill Town Hall.

As in last year's parade, rode under the theme of 'Everyday cycling for a better community'. But to offset the potentially dreary appearance of ordinary people on ordinary bikes, we wore our brand new purple/white/orange Bike North Jerseys, and decorated bikes and people with matching purple, white and orange balloons. The judging panel (which included local member and State Leader of the Opposition, Kerry Chikarovski) agreed we looked stunning, and gave us second prize (\$300, which we can use to expand our reference library of material to help advocate better facilities for cycling).

We assembled early at the Sharp's house, tied on the balloons, and then rode the length of Hunters Hill and back before the parade. Letters to BNSW members in the area brought out many local cyclists, contributing to a contingent of 40 or 50, including a few eye-catchers, such as Doug's impossible-to-ride-around-corners-at-speed upright track trike, Giles Plunketts's solar-assisted recumbent trike, and a clown on a unicycle.

And next year? Maybe first prize!

Progress towards a Bike Plan for Hunters Hill

Hunters Hill should have its bike plan by Christmas! Consultant Contessa Hajnikitas (Cycle Planning) is now completing her discussions with Council officers, and will be conducting Saddle Surveys during November. Watch out for dates (or contact Alister Sharp) if you'd like to be involved.

Bike North Rides Program – November 2000 – January 2001

November 2000

Date: Saturday 4 November

Ride: Lane Cove River Park Ride

Grade: Easy Distance: 12 km

Contact: Alister or Sheila, 9879 3664 (H)

Starts at: 9:30 am just outside the park (no need to pay!) and travel the little roads within the park. A couple of stops to look at birds and flowers, and play. Coffee stop at the kiosk near the weir. Suit new riders and families. Phone for details.

Date: Sunday 5 November

Ride: The Mysterious West

Grade: Medium Distance: >40 km

Contact: Keith and Fran Griffin 9614 0777

Starts at: Eastwood 7:30am. A mystery route taking in areas including Wentworthville, Westmead and Parramatta. Coffee stop included.

Date: Sunday 5 November

Ride: Chatswood to City Bikeway Meander

Grade: Easy Distance: 15-30km

Contact: Carolyn New 9438-1903

Starts at: Chatswood Station (west side) 7:30am. Explore the backway to the city through the peaceful cyclepaths of Willoughby and designated cycle lanes / route in North Sydney. Coffee and cakes at Circular Quay with option to cycle back to Chatswood or return by train (track work permitting)

Date: Saturday 11 November

Ride: Parramatta Park

Grade: Easy Distance: 25 km

Contact: Wayne Spencer 9874 6977 (H)

Starts at: Meadowbank Wharf at 7:30am and journey to Parramatta Park via the Parramatta Valley Cycleway for a few laps. Return the same way with a break for morning tea in Parramatta.

CYCLE ADVENTURE

Date: Sunday 12 November

Ride: Ride the Olympic MTB Course, weather permitting!

Grade: M (must have reasonable MTB skills) Distance: variable

Contact: Mark Grimmond 9456 5291 (H)

Starts at: Must phone Mark for details. Entry cost \$16.50 per person.

Date: Saturday 18 November

Ride: Olympic Park Homebush Loop

Grade: Easy Distance: 25 km

Contact: Doug Stewart 9887 1478 (H)

Starts at: Meadowbank Wharf at 7:30am. Ride via cycleways to Homebush Bay and the Olympic venues in a round trip. Coffee and cakes at the local cafe before returning to our starting point

THE 'GONG'

Date: Sunday 19 November

Ride: Sydney to Gong

Grade: Medium/Hard Distance: 85 km

Contact: MS Outdoor events by November 8 on 9413 4166

Date: Saturday 25 November

Ride: Pennant Hills to Cheltenham by Bush

Grade: Easy/Medium Distance: 14 km

Contact: Andrew Elliston 9686 4113 (H)

Starts at: Pennant Hills Station (Yarrara St side) at 8:15 am. MTB ride to Cheltenham and return via Pennant Hills Park and Whale Rock. (Mountain Bikes only). This ride is very scenic, including a path along Devlins Creek.

Date: Saturday 25 November

Ride: Duck River Ride

Grade: Easy/Medium Distance: 35 km

Contact: Doug Stewart 9887 1478 (H)

Starts at: Meadowbank Wharf at 7:30am. Ride via Homebush and Rookwood to Auburn and the Duck River. Complete loop and return to Meadowbank after a suitable coffee stop.

Date: Sunday 26 November

Ride: A to Z and Beyond

Grade: Medium Distance: 35km

Contact: Rick Mockridge 0418-284-052

Group: NSBG

Starts at: Artarmon Station (east side) 7:30am. A pleasant morning ride through parts of Artarmon and Willoughby for magnificent views of the coast at Balmoral. After coffee and snacks climb to Middle Head for a coast down to the Zoo wharf. Hop a ferry to Circular Quay, then ride back via the Bridge, North Sydney and Willoughby designated cycle routes.

Date: Sunday 26 November

Ride: Cooks River and Hawthorne Canal

Grade: Medium Distance: 40 km

Contact: Brian Willis 9807 6439 (H)

Starts at: 7:30 am at Meadowbank Wharf. Via Homebush and Cooks River Cycleway to Marrickville then Hawthorne Canal Cycleway. Coffee at Concord and return to Meadowbank.

December 2000

Date: Saturday 2 December

Ride: Brighton Breakfast

Grade: Medium/Hard Distance: 65 km

Contact: Doug Stewart 9887 1478 (H)

Starts at: Meadowbank Wharf at 7:00am. Ride via Homebush and the Cooks River Cycleway to Botany Bay. A light breaky at our favourite cafe at Brighton is followed by a brisk return ride the same way to our starting point.

Date: Sunday 3 December

Ride: RTA Cycle Sydney

Grade: Medium Distance: 50 km

Contact: BNSW 9283 5200

Date: Saturday 9 December

Ride: Crank to Birkenhead

Grade: Easy/Medium Distance: 30 km

Contact: Wayne Spencer 9874 6977 (H)

Starts at: Meet at Meadowbank Wharf at 7:30am. Ride via Parramatta Valley Cycleway to Gladesville and Birkenhead Point. Return via Concord. Break for morning tea at either Birkenhead or the Cake shop at Concord.

Chain Mail

Date: Saturday 16 December
Ride: Eastwood to Akuna Bay and Church Point
Grade: Hard Distance: 75 km
Contact: Doug Stewart 9887 1478 (H)
Starts at: Eastwood Station west side at 7:00 am. Ride up through St Ives and Terrey Hills, loop through Akuna Bay before a coffee stop at Church Point. Grind up to Terrey Hills and return to Eastwood.

Date: Saturday 16 December
Ride: Historic Hospitals and Iron Cove
Grade: Easy Distance: approx 25 km
Contact: Alister or Sheila, 9879 3664 (H)
Starts at: 9:00 am at Gladesville Hospital. Ride paths and side streets, over Gladesville Bridge past Birkenhead Point, and over Iron Cove Bridge to Callan Park. [Possible 9:45 am pick-up at Gladesville Swimming Pool]. Then through the grounds of Rozelle Hospital, with optional visit to art exhibition at Sydney College of the Arts. Circle Iron Cove, then back to Gladesville. Suitable for families and less experienced riders. Phone to confirm details.

Date: Sunday 17 December
Ride: Hornsby to Pie in the Sky
Grade: Easy/Medium Distance: 40 km
Contact: Mark Grimmond 9456 5291 (H)
Starts at: West side of Hornsby Station at 8:30am. Ride along the Old Pacific Highway to the café overlooking Brooklyn for morning tea and great views. Reverse the route to Hornsby.

January 2001

Date: Saturday 6 January
Ride: Olympic Park Blues
Grade: E Distance: 25km
Contact: Michael Chow 9874 1461(H) Starts at: Meadowbank Wharf, 7:30am. Ride to Bicentennial Park, then Olympic Park for a saunter, coffee and a loop back via Silverwater bridge and PVC.

Date: Sunday 7 January
Ride: Lane Cove National Park The Long Way
Grade: M Distance: 50km
Contact: Keith & Fran Griffin 9614 0777
Starts at: Eastwood station west side, 7:00 am. Ride to Turrumurra (pick up here at 7:40) via Vimiera Rd & Brown's Waterhole, along Pacific Hwy to Lindfield then downhill into the park. Return via M2.

Date: Sunday 7 January
Ride: Breakfast at Brooklyn
Grade: H Distance: 80/55km
Contact: Phil Johnston 9312 3319(W)
Starts at: Turrumurra Stn north side 6:30am or Hornsby Stn west side 7:10am. Fast paced ride to Brooklyn with a couple of scenic coffee stops.

Date: Saturday 13 January
Ride: Hornsby Bobbin Head Circuit
Grade: M Distance: 25km
Contact: Mark Grimmond 9456 5291 (H)
Starts at: West side Hornsby Stn, 7:45 am. Ride via Mt Colah, down to Bobbin Head for coffee. Return via Turrumurra and Wahroonga.

Date: Sunday 14 January
Ride: Pedal to Parra

Grade: E Distance: 25km
Contact: Wayne Spencer 9874 6977(H)
Starts at: Meadowbank Wharf 7:30 am. Ride along the river to Parramatta Park. Coffee at the Wharf Café then return to the starting point.

Date: Saturday 20 January
Ride: Circumnavigate Homebush Bay
Grade: E Distance: 25km
Contact: Doug Stewart 9987 1478(H)
Starts at: Meadowbank Wharf 7:00am. Ride anticlockwise via Silverwater and Olympic Park for coffee. Return to start via Rhodes. Beginners welcome!

Date: Saturday 20 January
Ride: Great Gorges and Gullies
Grade: M/H Distance: 40/60km
Contact: Brian Willis 9807 6439(H)
Starts at: Eastwood Stn east side 7:30am. or join at Hornsby Stn west side for a ride taking in Galston Gorge and Berowra Waters, fresh country air, the occasional hill and a coffee stop. Call before for further details and pick up time at Hornsby.

Date: Sunday 21 January
Ride: Upstream Downstream
Grade: M Distance: 60km
Contact: Kevin Mason 9868 2904(H)
Starts at: Meadowbank Wharf 7:30am. A scenic ride along both sides of the Parramatta River valley crossing at Gladesville and Silverwater bridges, stopping for a coffee break.

Date: Sunday 28 January
Ride: Cowan to Calga
Grade: MH Distance: 60km
Contact: Brian Willis 9807 6439(H)
Starts at: Cowan Stn 7:40am. Ride through magnificent Hawkesbury River valley on quiet roads. Return via Brooklyn for coffee and cakes.

Date: Sunday 28 January
Ride: Cranks to Birkenhead
Grade: EM Distance: 30km
Contact: Wayne Spencer 9874 6977(H)
Starts at: Meadowbank Wharf 7:30am. Ride via PVC to Gladesville and Birkenhead Point. Return via Concord with a stop at either Birkenhead or Concord.



All persons joining our rides do so as volunteers in all respects and as such accept sole responsibility for any injury howsoever incurred and Bike North and the appointed ride contacts cannot be held liable in respect of any injury or damage resulting from participants engaging in any such ride activity. Riders under 16 must be accompanied by a cycling adult carer. An SAA approved helmet is legally required by all participants on all rides. Essential equipment also includes a bicycle in good working order, water bottle and a good sense of fun. Money, tasty snacks, a tyre pump, a tube and/or repair kit and appropriate tools are recommended as well, but you can usually borrow them if necessary.