

MAKING CYCLING BETTER Advocacy

Suing for potholes: an epilogue?

Michael Chow and Caroline Kades

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The views expressed in Chain Mail articles are those of the authors only and do not necessarily represent either the common views shared by a majority of Bike North members or Bike North policy as formulated by the Bike North Executive Committee.

The High Court has removed the long-standing immunity afforded to road authorities from being sued for not repairing roads. However, the law in this area is still far from simple or clear-cut - it is not simply a matter of phoning up the local council or the RTA, to get potholes fixed.

Last year, we reported that a cyclist (Suvaal) successfully sued a local council for injuries sustained as a result of poor road repairs. In that case, the NSW Supreme Court found that Cessnock Council was guilty of "misfeasance", ie performing an improper repair.

The decision was based on a long-standing legal distinction between doing something and doing it badly (ie misfeasance) and doing nothing at all (or "non-feasance"). The "immunity" for non-feasance or "highway immunity" protected a road authority from being sued for negligence for any omission to construct, repair or maintain a road or highway (including footpaths and bridges).

However, the immunity did not extend to what were called "artificial structures" such as drains, sewers or tram-tracks.

The policy reason behind the immunity was that the courts felt that they should not interfere with the way in which road authorities spent their budgets - whether on road repairs or new roads, or other facilities. To do so would prejudice the resources of road authorities, it was said.

Subsequently, in May 2001, the High Court **removed** this immunity in two NSW cases, which were heard together (Brodie v Singleton Shire Council; Ghantous v Hawkesbury City Council [2001] HCA 29). Neither case involved a cyclist but, as will become apparent, the cases are of some significance for cyclists.

Ghantous was a pedestrian who suffered injuries when she fell while stepping from a concrete footpath to an earthen verge in a street in Windsor. Apparently, in NSW, injuries sustained by pedestrians from trips and falls on footpaths account for the majority of claims made against local councils and are the single most expensive cause of public liability claims.

Brodie was injured when he drove an overweight truck over a 50 year-old bridge, which collapsed. The truck weighed 22 tonnes and the bridge was adapted to only bear a load of 15 tonnes. The cause of the collapse was defective supporting girders. Repairs had been carried out to some decking planks and a sign warning of the maximum vehicle weight was positioned before the bridge crossing.

Both Brodie and Ghantous sued the respective local councils in negligence for their injuries. In both cases, the lower courts found the cases to be ones of non-feasance.

By a 4:3 majority, the High Court held that misfeasance was an incorrect criterion by which to determine liability and that the highway immunity should be substituted with the law of negligence.

The Court held that the highway immunity operated capriciously and denied equal protection of the law. On the one hand, the rule denied a remedy to victims of road authorities' negligent omissions while, on the other hand, it compensated victims of negligent omissions of other public authorities.

The non-feasance rule allowed an authority to escape liability if it had never attempted to repair some danger on a road but not if it attempted a repair. This anomaly provided authorities with no incentive to take action to repair dangers.

The Court rejected the argument that, without the immunity, road authorities would be subject to greater financial pressure from increased litigation because the uncertainty of the law would generate substantial legal costs.

On the facts, the Court found that Singleton Council breach the duty of care that it owed to Brodie by not properly inspecting the timbers on the bridge, which contained "piping" or rotting out of the centre either because of dry rot or white ants.

However, the Court unanimously found that Hawkesbury Council was not liable to Ghantous because the footpath was safe for a person taking ordinary care.

The present law

The law as it stands now is that road authorities, like other statutory authorities, have to take reasonable care that the exercise of, or failure to exercise, their powers does not create a foreseeable risk of harm to road users.

If the risk is not known to the authority or is latent, and can only be discovered by inspection, then the authority is obliged to take reasonable steps to ascertain the existence of the dangers.

The standard of care (as set out in the High Court decision in *Wyong Shire Council v Shirt* (1980) 146 CLR 40) involves asking the following questions:

- what is the response which a reasonable man, foreseeing the risk, would make?
- is the risk so small that a reasonable man would think it right to neglect it?

The response calls for a consideration of the magnitude of the risk and the degree of the probability of it occurring, along with the expense, difficulty and the

inconvenience of taking alleviating action, and any other conflicting responsibilities which the authority may have.

So, the obligation does not necessarily require road authorities to repair roads or to ensure they are kept in good repair.

Further, not all failures to repair will create risks to road users or at least risk of injury. The size and location of potholes vary, and this must be considered.

It may well be that the posting of signs may provide adequate warning against risks posed by potholes to cyclists.

Further, it may be reasonable for the authority to restrict road usage, or in extreme cases, close the road.

Where to now?

Does all this mean that we should all record, photograph and advise councils and the RTA of dangerous potholes, edges, drains and gaps, or take legal action if we fall off our bikes? Well, like so much of the law, **yes**, subject to the above considerations concerning a breach of the duty of care occurring **and** damages being suffered.

Logically, if you notify the council or the RTA of a risk, the council/RTA should assess the risk, any required action, and give the matter a priority.

The priority given would probably include what funds are immediately available, what other claims are on those funds (eg for other perhaps more serious risks), how likely it is that any injury or damages will occur, and how great is the risk of harm or damages.

So yes, take photos, fill in hazard cards, and advise the RTA or the council of risks but don't necessarily expect immediate and perfect repairs or maintenance.

GLUELESS GLUE

When was the last time you checked the glue in your patching kit? There is nothing worse than finding it all dried up.

Good cheap insurance is to keep a fresh tube of glue handy.

Chatswood – Parramatta Rail Link

Fran Griffin fgriffin@maths.mq.edu.au

The Chatswood to Epping section of the rail link is in the final planning stage. Bike North is part of the Community Reference Group for the section of the link which passes through North Ryde. This section is to be all underground, with stations at Delhi Road, the intersection of Waterloo and Lane Cove Roads, and Macquarie University on Herring Road.

In addition to the design of the stations themselves, much of the discussion has been related to the overall development plan for the region. This includes traffic management, building height restrictions and parking allocation. The first and last of these are of particular interest to Bike North.

The general attitude of Ryde Council, Planning NSW (formerly DUAP) and the various consultants to the project is very positive as regards reducing traffic congestion and encouraging cycle and pedestrian access, however the specifics of these do not appear to have been fully considered as yet. The suggestion that parking and access for private vehicles be restricted has met with significant opposition from some sections of the business community, who perceive the "ease" of vehicular access as one the reasons for the success of their businesses. Hopefully, what at present appears to be the majority opinion in favour of not allowing parking to increase, will prevail.

Bike North is currently preparing comments on the Transport Management and Accessibility Plan, which are due to be submitted in early February. These will include details of cycle routes and design of cycle facilities which Bike North sees as necessary and appropriate to encourage greater use of non-motorised transport to and through the area.

One major difficulty is how to get pedestrians and bikes across Epping Road, particularly near Delhi Road. The next meeting is in mid February, stay tuned for an update.



WORKING GROUPS

Hornsby

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The last few weeks of December saw a number of positive outcomes for cycling in the Hornsby Shire. The big result for the year was the Council agreeing to implement the recommendations of the Cherrybrook Integrated Transport Plan.

Specifically the recommendations include the following:

- Action B1 - which recommends the "Undertaking of construction of the off-road link from Cherrybrook to Pennant Hills" as a high priority. Council's Design and Construction Branch is currently preparing the design and estimate of costs for various options relating to this action.
- Action B4 - which recommends to "Construct shared paths for use by cyclists and pedestrians through all road closures planned on Castle Hill Road on opening of County Drive" as a high priority. Council's Design and Construction Branch is currently preparing the design and estimate of costs for works relating to this action and provision for cyclists will be provided within these proposals. As County Drive has recently opened it will be interesting to see what the Council's proposals are.
- Action B5 - which recommends to "Australian Standards secure bike parking (U bars) at the two local shopping centres, including the re-siting of the Cherrybrook Village bike parking at the main entrance to the shops" as high priority. The current "bike parking" facilities are located out-of-sight beside recycling bins at the side of the shops. This action also recommends "the installation of U-bars at the Cherrybrook Community Centre and Greenway Park sports area" as high priority.

The other good news is that work will begin early in 2002 on improvements to Galston Road. There will be no real evidence of this in the early stages as most of the work is centred around drainage and storm water control. It is expected that work on the road surface will begin later in the year with completion expected around October/November.

If you see something that needs fixing or you see a great opportunity to improve cycling facilities near where you live please let Graeme or Kevin know.

Ryde

Wayne & Louise Spencer 9874 6977; W_L_Spencer@rocketmail.com

In late November 2001, Bike North joined with RTA and Ryde Council staff to inspect the rail corridor between Denistone and Meadowbank stations to determine the optimum route for a cycleway, ie as part of the Eastwood to Concord West Cycleway.

There currently appears to be sufficient room between Meadowbank and West Ryde stations for a high quality cycleway to be built adjacent to the railway lines. However, the possible construction of additional railway lines sometime in the future

may prevent this space from being utilised. Negotiations with local politicians, RTA and rail staff will continue in order to ascertain whether the status of this land.

On other news, we received a written response from Ryde Council's Strategic Planner on our submission regarding the latest planning documents for Meadowbank Employment Area in December. These included the draft Master Plan, Development Control Plan, Local Environmental Plan and Section 94 Contributions Plan. All the documents included general statements regarding improving cycling access in the area, which we obviously supported! Our recommendations included implementing efficient bicycle access in all proposed road design changes and upgrade works, designing shared cyclists/pedestrian accessways to AustRoads Part 14 and minimising additional car parking facilities. Council's response indicated that our suggestions on the planning documents would be included "wherever possible". The Development Control Plan will include the requirement to provide bicycle parking and end-of-trip facilities like showers for large commercial developments in the area. Ryde Council also intend to provide bike lockers at Meadowbank railway station and ferry wharf.

Also in December, Bike North made a submission to Ryde Council on Eastward Urban Village Draft Development Control Plan. We generally supported the concept of an "urban village" and its aim to reduce private motor vehicle dependency. We disagreed with the plan to reconfigure car parking spaces to angled parking which we felt would only encourage motor vehicle use by the provision of additional parking spaces. We also recommended that the plan should include requirements for bicycle parking and end-of trip facilities for cyclists.

Minutes of Ryde Council's committee meetings are now available on the net via <http://www.ryde.nsw.gov.au/meetings.htm>. The Public Facilities and Services Committee meeting minutes often include items which relate to cycling.

Ryde Group's next meeting is scheduled for 7.30pm on Friday 15 March 2002 and all members wishing to get involved with Bike North's advocacy work in Ryde are encouraged to come along. Please contact Wayne or Louise for further information.

BIKE NORTH CLOTHING

EXPRESSIONS OF INTEREST INVITED

Want to stand out in a crowd? Treat yourself to a Bike North jersey and knicks.

A number of members have asked whether it is possible to have a long-sleeved version of the jersey to protect against sunburn and for those chilly early winter morning starts or commutes. There have also been a request or two for a sleeveless jersey, no doubt to show off those nicely-toned arm muscles.

Our supplier, Cannibal Clothing, has been approached about these requests, and we hope to have a firm answer and prices for the next Chain Mail.

If you are interested in any of the above or the regular jersey and knicks, please email Debbie Lilienthal on dlilienth@doh.health.nsw.gov.au with your interest or telephone (02) 9954 3301 (after 7pm).

Bike North Century Challenge

Are you ready for the challenge? The Bike North Century Challenge that is.

This is a new riding event to be held for the first time this year. It is quite different from a normal Bike North ride. In the Challenge, participants will ride in groups of 2, 3 or 4 riders, and can choose one of three riding options - 60, 100 or 160km. At all three distances, the route is deliberately challenging and each group will follow detailed directions and need to collect stamps at designated checkpoints. This is not a competitive event!

The aims of this event are to:

- provide a ride which will challenge every member;
- encourage self-sufficient riding and navigation skills; and
- use and learn new cycle routes across the Bike North area.

events!

February General Meeting

The next Bike North general meeting will be about Malvern Star bicycles. Yes, that's right, Bike North member Rolf Lunsmann, with the assistance of a few ring-ins, will talk about his greatest passion (next to his wife Catherine, of course).

Anyone who has grown up in Australia with bikes will have a fond memory of or a great story about a Malvern Star so come and hear about the history of this great Australian bike company, their bikes, and swap stories.

If you have a Malvern Star, consider bringing it along on the night, and Rolf will do his best to appraise it.

The meeting will be held on 12 February at 7.30 pm at the Macquarie University Sports Association Building meeting rooms on the mezzanine level of the real tennis court - enter via the basketball court.

The best access to the University is from Culloden Rd near the corner of Waterloo Rd. Note that a ticket machine fee applies for on-campus parking.

Tour de Hills

*Pam and Col Kendrick, Rides Co-Ordinators, 9872-2583
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Bike North will again be entering a team in this year's Tour de Hills on Sunday, 3 March. Pam will be carrying entry sheets on various rides until Sun, 17 February to collect entrants details and fees.

Forms will be included with the next Chain Mail and will also be posted directly by the organisers to those who entered last year. Further, the forms may be cut out/photocopied from the current issue of Australian Cyclist magazine.

The ride consists of four courses - 20km, 35km, 70km and 105km - through semi-rural areas of Baulkham Hills Shire, starting and finishing at Dural Country Club.

The entry fee includes a hot lunch at the Country Club. Adult entry is \$30, child under 18 is \$18, and family (2A & 2C) is \$60.

Cheques should be made payable to Pam Kendrick and posted to her at 22 Lindisfarne Cres, Carlingford 2118.

The closing date for entries is Sun, 17 February.

Tour de Cowra: cycle touring at its BEST

*Keith and Fran Griffin, 9614-0777
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During Easter 2001, 18 Bike Northers assembled in Cowra for four days of cycling on roads with no traffic lights, no roundabouts, few intersections and hardly any cars. The weather was glorious, as it usually is at Easter in this part of the universe, and everyone had a wonderful time riding, socialising and enjoying the brief break from the rat race.

If this sounds like cycling heaven to you, then don't miss the Tour de Cowra 2002!

Tour de Cowra 2002 is your chance to experience a different type of cycling. The lack of traffic and traffic controls encourages more continuous riding which is quite difficult to achieve in the city, and you will need to be just a little more self-reliant than on an ordinary Bike North ride as the distances between regrouping points can be up to 30km!

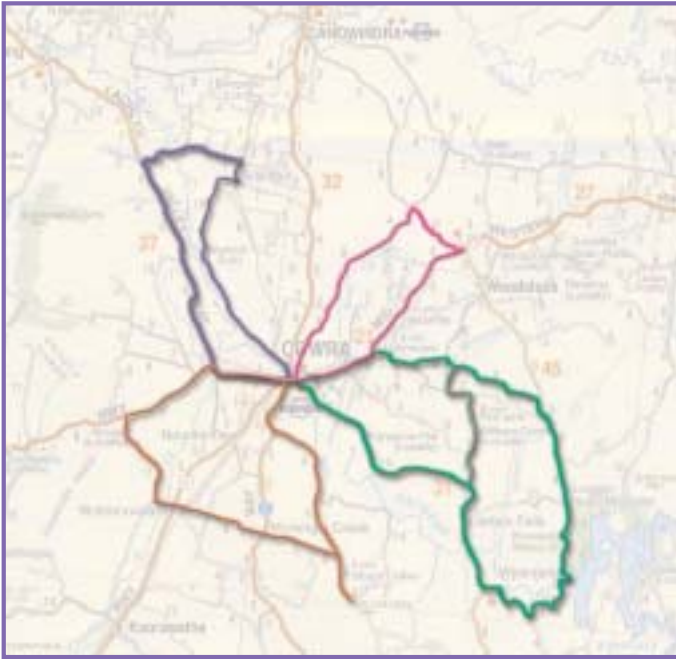
If all this sounds too hard, think again! Yes, the rides are all at least medium grade, but that shouldn't deter you if you are finding the popular Bike North rides a bit too comfortable - perhaps its time you stepped up a level.

The Tour de Cowra 2002 is from March 29 to April 1 (Easter) inclusive with a different ride each morning.

If you always do the Bike North easy rides, perhaps the Tour de Cowra 2002 would be a great opportunity to move up to medium rides. Of course you would need to do some of the regular Bike North medium rides first to make sure you feel comfortable with the distances. Pie in the Sky, Bobbin Head or the ride from Meadowbank to Brighton (sounds hard but its all dead flat!) would all be good preparation.

If you currently do Bike North medium rides then the Tour de Cowra 2002 is perfectly suited for you. There are two medium rides and two medium hard rides, one of which has a hard version which will be worth the extra effort. The big challenge is to pace yourself so that you can ride day after day without suffering!

The hard ride is one of the most scenic imaginable. We have not yet ridden it so



we will be attempting it for the first time also! We have however surveyed the route (by car) and we know those who make the effort will be taken aback by some of the views from the high points around Wyangala dam (not to mention the climbs). We have just ridden the alternative shortcut, and it is just gorgeous, and includes an interesting water hazard! It is hilly, but the hills behave very differently to our old favourites in Sydney.

The rides will all have different terrain, some quite flat so the hoons amongst us may feel like stretching out a bit and going fast. The Wyangala dam ride is 83km and very hilly, so this will test you no matter how experienced you are. Those for whom this is just too masochistic can choose the 50km almost as scenic and almost as hilly ride on the same day. The good news for both of these is that the last 15kms is all downhill back to town.

For more information and route maps see http://galifrey.triode.net.au/Cycling/next_tour.shtml or call Keith and Fran.

I can see clearly now – sunny options

Michael Chow and Kin-Yat Lo

It seems that more and more people are wearing glasses these days. Maybe it's because we have a larger percentage of Asians in Sydney, with their hereditary bad eyesight. It could also be that more of us are sitting in front of computer screens all day long causing our eyes to forget how to focus on distant objects. In any event, the problems posed by a combination of short-sightedness (ie myopia) and glare from the sun can be a unique challenge to our eyes, especially when we're on our bikes. Solving the problem may also not be clear.

Having been through the tunnel recently, I thought I would share some of the information gleaned. Some of these solutions might be just right for you or may be not ...

1. Normal glasses with fit-over sunglasses. This is the "Carolyn New" solution - just wear Australian Cancer Council "fit-over" sunglasses over your normal prescription glasses.

Advantages? Easy and relatively inexpensive. Disadvantages? Carolyn finds that the fit is not snug around the eyes (fit-overs are not cycling-specific sunglasses) and wind gets through, causing watery eyes.

2. Contacts and sunglasses. By simply getting contact lenses, you can then buy any pair of sunglasses of your choice to wear with them. Contact lenses are more convenient than ever with a range of disposables available, making the messy business of cleaning/disinfecting a thing of the past. Contacts are also available in any prescription (except of course, bi-focal or multi-focal).

Advantages? A simple solution. You can also change your sunglasses whenever you like without worrying about getting special, prescription lenses. Disadvantages? Wearing contacts will take some getting used to and not everyone will like contacts. Further, this may not be a solution for people who need bi/multi-focals.

3. Prescription sunglasses #1. Good optical dispensers offer prescription tinted-lenses that can fit onto most sunglasses now, and even some of the more "curved" varieties. Most optometrists offer good quality prescription tinted-lenses that can fit onto most popular sports-specific sunglasses for about \$270. However, you'll have to buy the sunglasses as well, unless you already have a pair. If you buy a reasonably high-quality pair sunglasses for say \$200 with the prescription lenses, that's a pretty substantial investment on your eyes.

Note, however, that prescription for such frames can only be made for prescriptions up to around -5 and +3. Apparently, this is because most sunglasses, and especially sports-specific ones, have curved lenses for wrap-around eye protection. It is not possible to have stronger prescriptions, which require thicker lenses, that also curve.

But don't despair if you have a stronger prescription than -5! There are sports-style sunglasses frames which can take a stronger prescription due to its flatter lens design. Oakley and Rudy Project, for example, have special "Prescription" ranges of frames which are designed for people with higher prescriptions but still need the functionalities provided by sports-specific sunglasses - as well, several models of its sport-specific range can also accommodate higher prescriptions. It is best to visit your optometrist and find out which frames can accommodate your particular prescription [Having gone shopping for sunglasses recently, I can tell you that it is not easy to find a pair of sunglasses with a prescription of -10! - Ed]

Advantages? You should look and feel cool, and see OK too. Disadvantages? Your pocket will definitely be lighter - if you have a high prescription the chances are that you will pay around \$400 for a pair of lenses [Does this mean you can go faster on your bike? - Ed]. The glasses may also become useless when you change prescriptions; and once again, this may not be a solution for people who need bi/multi-focals. There is also a smaller range of tints available for such lenses, and you may not look as cool as the proprietary lenses!

4. Prescription sunglasses #2. This is merely a variant of the solution immediately above. Several sunglasses manufacturers (for example Oakley and Zeal Optics) offers proprietary prescription tinted-lenses that fit most of their frame styles. Although lenses and frames vary in price, an average would be about \$190 for the lenses and \$200 for the frame.

Waiting time for a pair of prescription Oakleys, manufactured in the US, is about four weeks.

Richard Vagg of the cool, orange lenses with white/pearl frame favours this solution.

5. Sunglasses with optical adaptor. You can buy some sunglasses from certain manufacturers which come with optical adaptors (eg Smith, Louis Garneau, Rudy Project etc). These are specially-designed plastic frames, without earpieces, that are designed to slip/adapt onto the inside of the sunglasses frames.

You simply get the adaptors filled with a pair of your prescription lenses and then slip the adaptors onto the sunglasses. Rudy Project has a range of such sunglasses that has a prescription clip-on and accommodates prescriptions of up to -8.

Some optical adaptors can be bought independently of sunglasses frames,

which gives you the freedom of choosing different sunglasses.

Advantages? Clever system which in theory allows you to change either sunglasses or adaptor, without changing the other. It may also give people requiring stronger prescriptions an option, other than to wear contact lenses.

Disadvantages? Most clip-ons do not cover the entire lens area so that you will not be able to see clearly at the outer perimeter of the glasses. Further, having to wear in effect two pairs of glasses will necessarily mean that there is more weight on your nose. This will therefore increase the tendency for glasses to slide down when you're perspiring freely.

6.Transitions. Good optical dispensers now offer high-quality "transitions" lenses. These are lenses which change colour from a light tint to a darker tint, though not quite as dark as normal sunglasses.

They are practical and versatile for most applications and obviates the need for two pairs of glasses.

A pair of multifocal transitions cost this writer about \$350 plus frames about a year ago.

Disadvantages? Because they are basically normal glasses that change colour, they're not cycling-specific. Accordingly,

they do not offer the high level of protection from the wind, dust and other debris that sports sunglasses do. Further, if you happen to come off your bike, you could be taco-ing your one and only pair of prescription glasses.

7. Clip-ons. Once again, good optical dispensers offer "clip-ons" sunglasses as standard equipment with some frames and as a special accessory on most other frames, depending on the frame and your prescription (once again, people requiring stronger prescriptions are disadvantaged). Clip-ons are magnetised now which makes them more convenient than the old clips.

Wayne Spencer, who favours this solution, says that he just carries his case with the clip-ons in his back pocket for when he needs them.

Advantages? Inexpensive and convenient. Disadvantages? The clip-ons add weight, especially on the nose, and is easy to lose or break due to its small size.

8. Laser surgery. We understand that these procedures, done on one eye at a time, are painful, and cost quite a lot (\$3,000?). However, the results are apparently terrific.

If you've had this done, we'd love to hear from you. And, we commend you for your dedication to cycling!

Riding stories

Treasure Hunt 2

Ross Thomas

Sunday, 27 November was the date of the second Bike North Treasure Hunt and the ride leader had a flat on his "Purple Flyer" even before the ride started.

Again five teams were formed at Meadowbank Wharf. The first clue was under the seats in the Wharf's waiting lounge - somewhat like a life jacket! The teams then went their separate ways. To a park, boat ramp, barbeque, and a Scout Hall.

At their second point of call, each team was presented a list of items to find and a golf ball. This was to be exchanged with one of the teams. Each team was to return to the finish with the correct coloured ball (who had the Pink one?).

The rest of Treasure Hunt 2 was staged in Bicentennial park. Like the previous event there were many places to visit and the ride was educational as participants had to find out why the main tower in the park is called a treillage.

Other questions included:

- how many planks in the bridge near the bottom lake?;
- if you had the "queen" of the swamp and an "ace" looking bird here, what is the island called? (Cryptic, answer - pontoon);
- name the seven dwarfs? (Sign on Rhodes station); and
- what is the combined age of the group?

The idea of this ride is to have fun! Throughout the park are many playgrounds. The clues made it mandatory for all team members to use the equipment. Some teams used it more than others (you know who you are!).

At the final clue before the coffee shop (where else but Mario's!), each team was to receive the final item of treasure - a pine cone. The ride leader's went to great lengths to supply a pine cone as this item was very hard to find. In the Queen Elizabeth Park, Concord, there is a flag pole, and to it was strapped a pine cone

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for each team. This last spot was vandalised by someone removing the cones after the first team had arrived.

Despite the missing treasure all teams made it to Mario's for a well earned cake and coffee.

The Treasure Hunt was again enjoyed by all. Will this event be held in 2002? Well, yes yes yes! As you read this article I will have already surveyed a different site. It could be the North, South, East or West. Date? Some time in May. Watch out for the next edition of Chain Mail for more details!

Sunrise at the Beach

Fran Griffin

It kept dawning cloudy and raining during the week leading up to this ride, but on the day, or rather night, it pre-dawned dark and partly starry. Keith and I left home for Eastwood, meeting Col by chance on Pennant Hills Road, which we had all to ourselves. At Eastwood we collected Richard, Troy, David, Basil and Chris.

We set out for Mona Vale, swapping stories of the reactions of family/friends/colleagues to our intention to go for a ride at 4.00 in the morning.

The guy we were to meet at Macquarie Uni had clearly slept in – oh well, somebody has to be sensible.

The big hill on Lane Cove Road up to the Pacific Highway is never easy, but Col and I remarked that it didn't seem so bad in the dark without any cars. Nevertheless we were puffing like steam trains by the top, the others having zoomed ahead in the spirit of healthy competition (or sleep deprivation induced craziness), using as many lanes as possible.



At Cranks we collected Andrew, and our party was complete. After descending from St Ives it suddenly became very dark – no street lights, no car lights, just us. Someone uttered expletives about running over some roadkill, we hoped nobody would puncture, as the first glimmer of light appeared in the sky.

A regroup and well deserved snack were in order at the Bahai Temple, the climb to this point being particularly hateful, especially on the bike track near the top. Dawn had broken quite significantly by now, and we realized that there may be too many clouds to actually see the sunrise.

The Powderworks Road ripa downhill was over all too quickly, but provided some great views of the ocean – that is, if one was not too busy with the descent to notice! An empty Pittwater Road showed us the way to Mona Vale Beach. Sydney does have some nice multilane cycleways, it's a pity they can only be used in the middle of the night.



Off with the shoes and out with the cereal! We planted ourselves comfortably in the sand and watched the already risen sun send rays out from behind some clouds (Troy had thought to bring a camera). A few joggers and surfers began to appear, so with this level of overcrowding, departure seemed like a good idea.

Early morning on the road to Church Point by the water was gorgeous – calm, quiet, carless, such a contrast to how it would be a couple of hours later. It was great to be climbing McCarr's Creek Road when all the diehard roadies were still coming down, and the return through St Ives and Turrumurra was so

unaccustomly peaceful that even Pentecost Ave didn't seem so evil.

We were home by 9.30, showered and fed (again) by 11.00 and sending out Zs by midday.

The effort of getting up at a ridiculous hour was worth it for the feeling of the ride in the cool, the lack of noise from cars, the interesting noises going through the bush-lined parts, and the looks of consternation we got from the few motorists who were out.

Tatonka Urban Polaris

Kin-Yat Lo

Eight Bike North members (forming 4 teams) entered the second Urban Polaris which was held on 8 December 2001 under grey and wet skies in northern Sydney. But, we *all* had tremendous fun!

The Urban Polaris was conceived as an urbanised version of the two-day Polaris Challenge - which are mountain bike orienteering events held in state forests every March. Urban Polaris rules are simple - each team of two has 8-hours to score as many points by reaching as many checkpoints as possible in the event area of 20km x 20km somewhere in Sydney - checkpoints that can be located in the middle of national parks, houses, shops or even on ferries! Teams don't *have* to ride to each checkpoint - they can also use public transport but the use of private cars are prohibited.

I missed the first Urban Polaris through injury but was determined not to miss it this time. It was to be my first ever competitive event on a bike (excluding the AGM wacky races). Chris Smith and myself entered the under-21 category - we had hopes of actually winning this category as past results indicated that winning it did not require a boatload of points, or so the theory went.

We spent lots of time theorising where the event might take place - my guess was southern Sydney around the Botany Bay/Royal National Park area as there were supposedly additional checkpoints located off-road ..

I must say I was slightly relieved when the event details arrived by email a week before the event - the starting point at Ingleside showed that the Urban was to be held again in northern Sydney! This was a good start to our campaign

because I know this area very well (as a result of all those Bike North rides in the area).

We did not know the roads into and out of the start/finish site - and so we did a "recce" of the area a few days prior to the event - it was hilly to say the least, and almost 20km from the nearest train station at Turrumurra! It had rained all night, but at 5 am on the big day the Bureau of Meteorology radar showed that the consistent rain wasn't going to be too bad. However, it kept falling when I picked up Chris and his mum, Dana Skopal, who had a last-minute ticket to the Urban as partner to our new treasurer Jo Clendon - whose husband Gene was down with the 'flu and couldn't compete).

The paddock car-park was already filling up by the 290 or so participants (forming 146 teams) when we arrived - and it was **very** muddy indeed! Wrapped up in wet weather gear, we set off for the registration area.

Psss... *(&*@#@\$*&! My rear tyre went flat, prompting what felt like a very long walk back to the car. By now, Jo had also arrived as had our Treasure Hunt masters Ross Thomas and Dom Bond. Our mood lifted at registration when we found out that there were only 4 teams in our category - the worst we could finish was 4th!

Meanwhile, Chris marked checkpoints on the map on the dashboard of my car as I was trying to change my tube in the back (interesting, to say the least!). The event area was very large - stretching from Woy Woy in the north to Manly Ferry Wharf to the south, and there were also checkpoints on Barrenjoey Lighthouse and at the end of long trails in the national park - not to mention an aquatic one in Narrabeen Lakes . . .

It was then that Chris and I decided on our route - but we had no idea how many points were allocated for each checkpoint. We decided to stick to the roads we knew (around the Pacific Highway and the Hawkesbury) rather than try and explore unfamiliar roads along the Northern Beaches - it proved to be a masterful move. Lou and Nick Vaccari also decided on a similar route as it was near their Berowra home.

Even though it was an 8-hour event, it didn't stop us jostling for position in the first 100m through the bush - it must be the adrenalin! The point scoring sheet told us that we had made the right move.

Psss .. *(&*@#@\$*&! My rear tyre went flat again! A change of tyre was definitely needed here, and thankfully the car was not far away. It was here where we both decided to change to slick tyres as our route didn't venture off-road at all.

The tyre change delayed us 20 minutes or so, but thankfully it was to be the last puncture for the day. The heavens opened as soon as we hit Terrey Hills - visibility approached zero and we were both dripping as I visited Cranks bike shop for spare tubes ... it must have been in this appalling weather that prompted Ross and Dom to *swim* to the island checkpoint at Narrabeen Lakes - Dom even reported that the water was very warm!

My first major error of the day was revealed a few minutes later when I realised Rose Seidler House was in Wahroonga and not in North Turrumurra! I had marked the map wrong and the checkpoint was on the other side of the valley! D'OH!

And so our first points were scored at a wet and quiet Bobbin Head. Bike North teams must know this area too well as Jo and Dana were first to visit this checkpoint and we were the second. I must say that the climb to Mt Colah was more tiring than I imagined, and both of us felt extremely tired by the time we reached the next checkpoint outside a canoe shop at Mt Colah.

We briefly got lost trying to locate a checkpoint at Berowra due to my poor navigation - and we had to carry our bikes 300m to reach the Cowan checkpoint located along a rugged section of the Great North Walk. Chris and I were both relieved to descend the Pacific Highway to Mooney Mooney and then across to Brooklyn - the points we picked up here would be crucial to our day.

Unfortunately, trackwork on the Central Coast Line meant that coaches replaced trains - but no-one told us that the coaches could just not turn up! By the time we left for Hornsby we had already wasted almost a full hour, as it took a full 10 minutes to fill the luggage hold with bikes of other Urban Polaris competitors.

We continued by train to Turrumurra, sprinting down Kissing Point Road to Browns Waterhole (it was still green!), and back to Turrumurra again - in less than 25 minutes (not bad for after 70km of riding). We passed a team who had obviously never descended the Browns cycleway before and were bewildered to

see us approaching at almost supersonic speeds...

We were both extremely tired when we crossed the finish line after 7 hrs 30 mins, having ridden 101 km at almost 24km/h - but the numerous disasters lost us a lot of valuable points. Chris and I had originally planned to visit Whale Rock as well as Rose Seidler House - but the delay at Brooklyn meant that this was out of the question. The loss in points really hurt us, and we thought that our 270 points would not put us in contention for anything. Better luck next year, we thought.

However, the first provisional results gave us a glimmer of hope - we were placed 6th outright and leading our category, but we knew we would slip down the rankings as soon as more teams finished.

By now Chris and Dana had left, leaving me to wait nervously for the final results. Dana and Jo had a good day, finishing an excellent 5th in the women's category. They were not without drama - the checkpoint at Bobbin Head was still unattended when they arrived, although they were reimbursed with points and time lost. Ross and Dom finished with very muddy bikes, along with tales about slippery trails in the national park. The Urban must've more of a challenge than their Treasure Hunt ... (maybe we'll have to watch out for clues in the bush next time!)

We did slip down the rankings as more provisional results came in - but we did manage to win the category by 13 points! It was very close, and could have gone either way. Chris and I also placed 17th outright. I can't say that I wasn't ecstatic! But a top-10 result went begging through my errors and also through no fault of our own. If only, if only ...

So what did we win for our efforts? Two extremely useful pieces of bike equipment. An 3-litre Ultimate Direction hydration pack (so we could heed Debbie's hydration advice) and a rain jacket (so we could participate again in the rain). Chris also picked up a bidon cage as a spot prize at Mooney Mooney (so we would **never** be dehydrated!)

Sadly, the 2001 Urban Polaris was to be the last held in Sydney - the organiser blaming extensive red tape by the RTA, Police and the National Parks and Wildlife Service as the reasons behind this move. However, he did not rule out a move to another city.

Looking forward to defending our title in Canberra ... maybe.

A Bicycle Rider

Jack Taylor – from
<http://www.chainguard.org>

You enjoy rides with your friends and cycling is an important part of your social and recreational life. You are competent in your bicycle handling and traffic skills. You've even given some thought to bike-commuting to work but you just never seem to get around to it or maybe it just isn't practical. Does this description match you? It is the description of a Bicycle Rider.

There's nothing wrong with being a bicycle rider, I used to be one myself. But now it is time that you bring one more facet of cycling into your life, and that facet is called utility cycling. Utility cycling is every bit as fun and rewarding as bike-commuting without any of the hassles. What's more, it moves you up one level in the cycling hierarchy. You won't be just a Bicycle Rider anymore, you will be a Cyclist.

Becoming a Cyclist

What does it take to move up to the status of Cyclist? The good news is you already have almost everything you'll need. There is only one thing more: (Drum roll please) A backpack! That's it. Get a backpack and use it for utility cycling. No panniers, no fenders, no rack, no lighting systems, no scratching the paint on your alter ego. Use any bike you choose- the backpack attaches to you.

Here's the best part, a wide choice of utility-cycling backpacks is available at just about any large discount store. For around \$20 you can get all the backpack you'll ever need. But don't walk in and ask for cycling backpacks. The store mistakenly thinks they are bookbags. If you can't afford \$20 you can stop by any bus stop and bargain with a third grader.

Find a nylon bag if you can - they seem to flatten better than fabric when they're empty. At least one additional small pocket is a big plus, and high-visibility color a bonus. Look for comfortable straps that are fairly wide and padded. Some may have an additional strap that fastens around the waist, it's completely

unnecessary. Oddly, the least expensive, smallest one they have is likely to be best.

Try the bag on in the store. Raise your arms above your head and make sure that you can adjust the straps so the bag stays low enough that it will not rub against your neck. The bag might be a little stiff at first but should soften-up with use. They're all somewhat waterproof but you'll want to carry a heavy-duty plastic bag for those trips home from the photomat.

Coming out of the closet

A backpack will absolutely not make you top-heavy or uncomfortable, certainly not for normal distances or reasonable loads. You may have a little stiffness near the base of your neck the first ride or two, but after that you will forget you are even wearing it. Your biggest problem will probably be getting the thing on without looking like a water buffalo doing the backstroke. Load it up and find a private place for practice before going public.

Use your high-performance road bike to zip to the drug store today and cruise old-faithful to the mall tomorrow. No worry about leaving your possessions chained to a utility pole, they stay with you. You can even toss your pump and toolkit inside and attach your helmet to the strap.

The \$600 backpack

You now have a \$600 backpack. That's right! You'll save about 10c a mile in real cash outlay every time you drive your backpack instead of your car. That \$20 bag is going to save you more than \$600 before it dies. Find something else with that kind of return. It's really a \$2,000 bag if you include things like car insurance and depreciation in the mileage rate.

Use it two or three times a week and you'll save a hundred dollars a year. Make a weekend run to the office, stuff your sweats and roll to the gym, pack a picnic and surprise your sweetheart. Every time you use it, it's like getting things for free. Go pick up a free newspaper, from now on your ice cream is free at the Baskin Robbins, get some groceries at a discount, there's no charge for stamps at the post office, rent one movie and get a second one free. You'll be bikin' all the way to the bank.

But who cares about money! You'll be non-polluting and energy-saving and ozone-friendly and all that pro-environment stuff. You'll lose weight and sleep better. Your cycling skills will improve and you will magically be in better shape for your recreational riding. And that's not all: to every motorist, to every merchant, to every neighbor, you will be a powerful and visible advocate for cycling transportation. You might even be an inspiration.

That's it! It's just that simple. Do it! Your \$600 backpack will put you on the road, literally, to utility cycling. Once you start you will love it. It's the difference between "Bicycle Rider" and "Cyclist", and the difference feels good.

Internet Reminders

Bike North website – <http://galifrey.triode.net.au/bikenorth/>

RailTrail website – <http://galifrey.triode.net.au/RailTrail/>

BikeBus website – <http://galifrey.triode.net.au/BikeBus/>

Bike North email address – bikenorth@galifrey.triode.net.au

BikeBus email address – bikebus@galifrey.triode.net.au

An Exercise programme for the motivationally challenged

Fran Griffin

Recently I was faced with the challenge of getting two willing but not yet able baddies back onto bikes after a long time of being less motivated than usual. The solution seemed to be to give each of them a daily programme to follow so here is the programme I wrote for the 18yr old girl - you never know, it just might work for you too!

Instructions

WALK AND RUN:

Walk for 10 minutes – briskly, no dawdling now – and include at least one steep hill.

Then alternately run for 30 seconds and walk for 30 seconds, as many times as you can. Keep count of how many and write it down (sample form below) so you can brag about it.

Walk for another 10 minutes to get home (obviously if you are further away than 10 minutes then this bit will have to change, otherwise you will be sitting in the middle of the road somewhere for the rest of the day!)

EXERCISE BIKE:

Put the exercise bike facing something soft, so that when you go too fast the landing will be not too painful.

30 minutes minimum, if you are enjoying the scenery then go for longer. To simulate the wind of a thrilling downhill put the fan on - put it in different places for variety, eg headwind, tailwind, crosswind etc.

Start off with 10 minutes at a comfortable speed - now not too much comfort, you do need to puff a bit. Then do sprints of 10 seconds with 20 seconds comfortable speed in between. Do at least 6 of these, more as you get stronger. Write down how many, again for bragging purposes.

Pedal at cosy cat speed again for 5 minutes, then get faster and faster and faster... until the leggings are just a blur.

Next go up hill a bit - either prop up the front of the exercise bike or adjust the hardness thingy - for 5 minutes. Go at cosy cat speed for the remaining time, then collapse in a heap (watch out you don't land on either of the cosy cats though!)

JIM: (GYM)

Start with the familiar cosy cat on the exercise bike for 10 minutes.

Then leave her sitting there purring while you find your skipping rope. Hopefully this won't take too long, so then you can

skip for 5 minutes. Try not to trip over the rope or get it tangled on the cosy cat or the exercise bike.

Next collapse onto the ground and do 5 sit-ups and 5 leg lifts (both legs together, don't let them bend). You can do the sit-ups with your knees bent, otherwise you might get a bit too sore!

Ok, back on the bike, chuck the cat off and wind up the hardness thingy so you can climb a mild hill, this hill should last 5 minutes.

Untie the cat from the skipping rope and whirl it around while jumping for 5 minutes

Finish off with the cosy cat on the bike for the remaining 5 minutes. Write down something about it.

DAY OF REST:

These are always necessary, I'm sure you can invent an appropriate activity!

OTHER INFO:

Don't forget to stretch before and after - it would be terrible to shrink, nothing would fit!

It's not a good idea to exercise hard on an empty stomach - the bike is often more suitable.

Eat something substantial within 30 minutes of finishing, eg banana, some bread, the rest of last night's dinner etc.

Day	Activity	Owdjago?
Monday	A day of rest	
Tuesday	Walk and run	
Wednesday	Jim	
Thursday	Walk and run	
Friday	Exercise bike	
Saturday	Jim	
Sunday	Go for long ride with the oldies	

February

Date: Saturday 2 February

Ride: Olympic Park Ride

Grade: E Distance: 25

Contact: Doug Stewart , 9887 1478(h)
speedwell74@yahoo.com

Starts at: 7:40am Meadowbank wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer. ETR 11:00am

Date: Sunday 3 February

Ride: St Ives to West Head

Grade: M Distance: 50km

Contact: John Williams , 9988 4478(h) JOHN.WILLIAMS@sydneywater.com.au

Starts at: 7:30am Cranks bike shop, Mona Vale Rd, St Ives. Moderate paced ride via McCarrs Creek Rd to scenic West Head. Bring your own morning tea to savour with the magnificent views across Pittwater and Broken Bay.

Date: Saturday 9 February

Ride: Cowan to Calga

Grade: MH Distance: 60km

Contact: Graeme Edwards , 9476 3624 (h)

Starts at: 7:40am Cowan Stn. Fast paced ride through magnificent Hawkesbury River valley on quiet roads. Return via Brooklyn with a stop for coffee and cakes.

Date: Sunday 10 February

Ride: Chatswood to the Surf

Grade: EM Distance: 40km

Contact: Carolyn New , 9438 1903 (h) 0427 018 516 (m) carolynn@ihug.com.au

Starts at: 8:00am Chatswood Stn west side. Ride the back roads and cycle ways to The Spit, Seaforth and Queenscliff, then Manly for coffee and cake before returning to Chatswood. Hills! Yes, a few, grades and pace easy. Roads are quiet, the views magnificent.

Date: Sunday 10 February

Ride: Brunch at Warriewood

Grade: H Distance: 95km

Contact: Phil Johnston , 9312 3319

Starts at: 7:00am St Ives car park, Mona Vale Rd opp Stanley St. Cycle via Terry Hills, Duffy's Forest, West Head, Church Point and Warriewood. ETR St Ives 1:00pm

Date: Saturday 16 February

Ride: Hills and Surfside Café - Tortoise version

Grade: M 45km Distance: Bike North

Contact: 9438 1903 (h) 0427 018 516 (m),

Starts at: 7:15am Cranks bike shop Mona Vale Rd St Ives. A slower paced ride to Oxford Falls & Narrabeen. to meet faster riders from Eastwood for coffee Return via Warriewood, Church Point, Terrey Hills. Long moderate hill from Church Point to Terrey Hills.

Date: Saturday 16 February

Ride: Hills and Surfside Café - Hare version

Grade: H 85km Distance: Bike North

Contact: 9887 1478 (h), 7:10

Starts at: East side Eastwood Stn. Ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turramurra. Fit & experienced riders only. ETR 12:30pm

Date: Sunday 17 February

Ride: Little Italy

Grade: M Distance: 40km

Contact: Ross Thomas , 9481 0724(h)

Starts at: 8:30am Meadowbank wharf. Cycle over Gladesville and Iron Cove bridges to a café in Norton St Leichhardt. Return via Five Dock.

Date: Sunday 17 February

Ride: Tour de Windsor

Grade: H Distance: 120/60km

Contact: Phil Johnston , 9312 3319

Starts at: 7:00am Turramurra stn NE side. 8:40am Greenshades Nursery Galston. Cycle to Windsor via Bobbin Head, Galston and Pitt Town Rd, returning via Cattai Ridge Rd, Galston and Bobbin Head. ETR Galston 12:20pm, Turramurra 2:30pm.

Date: Saturday 23 February

Ride: Pie in the Sky.

Grade: M Distance: 40km

Contact: Graeme Edwards , 9476 3624(h)

Starts at: 8:00am Hornsby Station west side, ride along the old Pacific Highway to the "Pie in the Sky" café overlooking Brooklyn for morning tea and great views. Back track to Hornsby. Some moderate hills.

Date: Sunday 24 February

Ride: Down 'n' out? Then up 'n' back!

Grade: MH Distance: 50km

Contact: Keith & Fran Griffin , 9614 0777 (h) 0414 187 427 (mob)

Starts at: 7:30am Sw cnr Pennant Hills Rd and M2 (for parking tips call us). Speed down the M2 to Seven Hills, then tour around Toongabbie, Westmead, Wentworthville, do a lap or two of Parramatta Park before a stop at The wharf Café. Continue along Victoria Rd (short section only), the PVC, Chatham Rd up the hill to Eastwood and back roads to the starting point.

Date: Sunday 24 February

Ride: Yarramalong Manor and Wyong

Grade: H Distance: 95km

Contact: Phil Johnston , 9312 3319

Starts at: 7:00am Hornsby stn west side Jersey St Brisk pace, stopping at Mt White, Peats Ridge and Yarramalong Manor (lunch). Train from Wyong arr Hornsby 2:10pm.

March

Date: Saturday 2 March

Ride: That Concord Cake Shop

Grade: E Distance: 30km

Contact: Michael Chow , 9874 1461(h)

Starts at: 8:00am Meadowbank wharf. Ride along the PVC over Silverwater bridge

Date: Sunday 3 March

Ride: Tour de Hills
Grade: EHH Distance: 20105
Contact: HH Phil Johnston, Col Kendrick 9872 2583 (h), 9312 33199312 3319
Starts at: starts and finishes at Dural Country Club. Annual ride supporting local charity. Join the Bike North team for this great rural ride. See BN News and Chain Mail for details. Also distances of 35 and 70 Km, M and H respectively

Date: Saturday 9 March to 10/3/2002

Ride: Loop the Lake Weekend.
Grade: H Distance:
Contact: Phil Johnston, 9312 3319
Starts at: Sat 1:00pm, Warners Bay 60km. Sun 8:00am Join the annual Loop The Lake Challenge 85km. Ring for accommodation details.

Date: Sunday 10 March

Ride: A to Z and Beyond
Grade: M Distance: 35km
Contact: Rick Mockridge, 0418 284 052(m)
Starts at: 7:30 Artarmon Stn east side. A pleasant morning ride through parts of Artarmon and Willoughby for magnificent coastal views at Balmoral. After coffee climb to Middle Head for a fast coast to the Zoo Wharf, hop on a ferry to the Quay then ride back via the Bridge, North Sydney and Willoughby on designated cycle routes.

Date: Saturday 16 March

Ride: Twin Peaks
Grade: M Distance: 45km
Contact: Ross Thomas, 9481 0724(h)
Starts at: 8:00am Turramurra stn east side. Pedal the back streets of Turramurra and St Ives to capture the view from both sides of Cowan Creek. Fire trails used in Kuring-Gai NP. Skinny tyres not recommended. Phone for track conditions.

Date: Saturday 16 March

Ride: Brooklyn Brunch
Grade: MH Distance: 95km
Contact: Doug Stewart, 9887 1478(h) speedwell74@yahoo.com
Starts at: 7:10am Eastwood stn east side. Ride to Turramurra, Bobbin Head, Mt Colah and Brooklyn for brunch, returning via Cowan, Hornsby and Turramurra. Fit and experienced riders only, but medium paced, av 20kph. ETR 2:00pm

Date: Sunday 17 March

Ride: Exploring Eastwood
Grade: E Distance: 20km
Contact: Keith & Fran Griffin, 9614 0777 (h) 0414 187 427 (m)
Starts at: 7:30am Eastwood station west side. A gentle meander through the back streets of Eastwood and Marsfield, passing through Macquarie Uni, returning to Eastwood for coffee and cakes. Develop your hill skills on the rolling terrain with this leisurely paced ride.

Date: Saturday 23 March

Ride: Bays and Foreshores
Grade: EM Distance: 35km

Contact: Pam or Col Kendrick, 9872 2583(h)
Starts at: 7:40am Meadowbank Wharf. Ride to Gladesville Bridge, then follow the bays and foreshores around to Concord for a coffee stop.

Date: Sunday 24 March

Ride: North Shore Olympic Spin
Grade: MH Distance: 60km
Contact: Carolyn New, 9438 1903 (h) 0427 018 516 (m)
Starts at: 7:30 Chatswood stn west side. A medium paced ride via Lane Cove and then down the hill to Gladesville, Meadowbank and Silverwater to Olympic Park for coffee. Return via Concord and the big bridges.

Date: Friday 29 March to 1/4/2002

Ride: Tour de Cowra
Grade: MH Distance: 4090
Contact: Keith or Fran Griffin, 9614 0777 (h)
Starts at: Cowra with various rides from 40 km to 90km exploring nearby towns and local points of interest including Wyangala dam over Easter. Ring for details or see the PDF brochure online

Date: Saturday 30 March

Ride: Miss Australia ride
Grade: M Distance: 45km
Contact: Joan Kerridge, 9909 8925 (h)
Starts at: 8:00am St Leonards stn concourse. Ride quiet back roads of Middle Harbour towards Spit Bridge - then on to magnificent views of Sydney Harbour from Tania Oval at Balgowlah Heights. On return visit Chowder Bay and Bradleys Head. Some hills, easy pace and essential coffee stop included.

Date: Sunday 31 March

Ride: Botany Bay Bash
Grade: MH Distance: 90km
Contact: Kevin Mason, 9868 2904(h)
Starts at: 7:00am Eastwood stn west side. A brisk ride to Botany Bay at a training pace of av approx 20kph. A refuel at Brighton, then we retrace our tracks to the start.



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.