

events!

Bike North Century Challenge

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Are you ready for The Challenge?

Some Bike North members have never changed a tyre, ridden in traffic, had to find their way or had to pace themselves for a long ride. Some have not ridden 60km, some haven't done a hard 100km, and most have never ridden 160km in a day. This challenge is designed for **all** of you! The self-sufficiency and navigation required may be as big a challenge for some riders, as fitness and riding skills are for others.

The **Bike North Century Challenge** (BNCC) is a new Bike North event to be held for the first time on Sunday, 5 May. It is quite different from a normal Bike North ride. Each *Riding Group* will find that the route is deliberately difficult but this is **not** a competitive event! The aims of The Challenge are to:

- provide rides to challenge every member;
- encourage self-sufficient riding and navigation;
- learn cycle routes across the Bike North area

How will The Challenge work?

The BNCC is only open to Bike North members (of course, you can become a member and then ride The Challenge). Self-selected *Riding Groups*, consisting of 2, 3 or 4 members, will ride together - it is recommended that riders be of approximately the same riding ability. Each group must pre-register using the form provided (it is also accessible from our website), and nominate one of the three distance options. Like all our activities, this event is **FREE!**

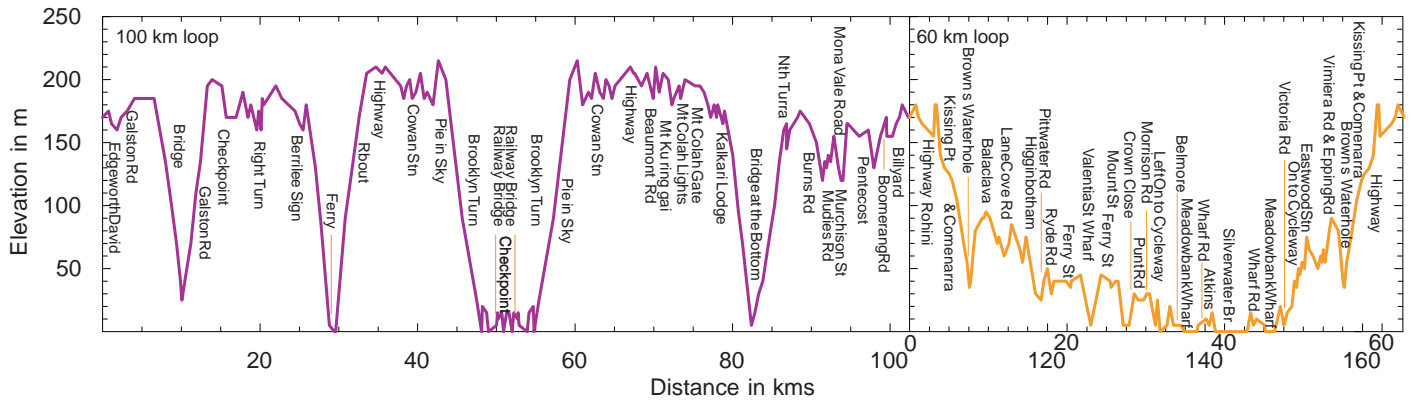
On the day, each *Riding Group* will start separately (several minutes apart) and must follow detailed directions to various checkpoints (where their card will be stamped). The group must always remain together and no group of fewer than 2 riders will be permitted to continue. There will be no ride leaders or sweeps and there will be **no on-road support**. Accordingly, every *Riding Group* must be able to navigate, and fix mechanical problems that occur.

What are these Riding Groups?

Riding Groups must operate independently and stay together (within voice distance contact) at all times. Groups will be started several minutes apart and they should not join with other *Riding Groups* although they can overtake other groups.

The views expressed in Chain Mail articles are those of the authors only and do not necessarily represent either the views of Bike North members or Bike North policy.

Bike North Century Challenge



Riding Groups will be responsible for themselves. Any problems should be assessed and appropriate action taken - this may include withdrawing from the event. If withdrawing you will need to arrange your own transport by getting a lift, or returning by public transport.

What event material will be provided?

Participants will receive an *Event Passport* containing:

- A cue sheet marking all turns with route notes and cautions.
- A mud map giving a rough outline of the route.
- A ride profile showing major climbs descents.
- A list of possible stopping places.
- A list of possible shortcut/return places.
- A checkpoint stamp page.

What do I bring on The Challenge?

Each rider should be riding a bike that is in mechanically sound condition. They should carry their BNCC passport, a suitable pump, spare tube(s), tyre levers, a puncture repair kit, appropriate tools, water bottle(s), a wind/rain jacket and some cash (to purchase food/drink, make phone calls or buy a train ticket).

Each Riding Group must also carry a basic first aid kit and a mobile phone.

Where do I get coffee?

There are no designated stops along the routes although Riding Groups should plan to stop at checkpoints, parks, or shops from the list shown in the passport. Participants are advised to stop to rest and for snacks or meals, as appropriate. Food and drink are an essential part of riding longer distances and participants should bring and/or purchase their requirements as necessary. [For good eating ideas, read Debbie Lilienthal's article on nutrition in this issue - Ed]



WHERE DOES THE CHALLENGE GO?

The Challenge is an all-day event. The start and finish of each loop is near Wahroonga Railway Station. Participants can choose one of three ride options with staggered starting times. It is expected that most people will finish between 3pm and 5pm.

OPTION 1. SOUTHERN CIRCLE

- Distance: 63.23km
- Travels mainly through the Hunters Hill and Ryde areas.
- Grade = Medium.
- Probable average speeds: 15 to 20 km/hour.
- Probable overall time: 4 to 5 hours (allows 1 hour stopping)
- Start: Between 10:30am and 12pm.
- Finish: 3pm to 5pm

OPTION 2. NORTHERN CIRCLE

- Distance: 102.37km
- Travels via Galston, Berowra, Bobbin Head, Brooklyn and St Ives.
- Grade = Hard.
- Probable average speeds: 20 to 25 km/hr
- Probable overall time: 5 to 6 hours (allows 1 hour stopping)
- Start: Between 8:30am and 10:30am
- Finish: 3pm to 5pm

OPTION 3. FIGURE 8 OF BOTH CIRCLES

- Distance: 165.60km
- Travels via both circles described above.
- Grade = Very Hard.
- Probable average speeds: 20 to 23 km/hr
- Probable overall time: 8.5 to 9.5 hours (allows 1.25 hours stopping)
- Start: Between 7:30am to 8:30am. (Should finish 100km loop by 1pm)
- Finish: 3pm to 5pm

GENERAL

- Checkpoints for the event staffed by volunteers will be located at the extremities of the routes.
- 100km checkpoints: Galston, Brooklyn, and St Ives.
- 60km checkpoints: Woolwich and Rydalmere.
- Start/Finish checkpoint: Wahroonga.

Anzac Day Picnic Ride

Join us at the annual Bike North Anzac Day Picnic Ride. This year, the picnic will be held from 10am at Auluba Reserve, South Turramurra (cnr Vernon St & Kissing Point Road) - it'll be easy to find as it's the same place as last year's Christmas Party.

But how will you get there? By bike of course!

Like the Christmas Party, there'll be easy/medium rides running from all directions. Just pick one and join in!

North	9:30am Hornsby Station west-side (Graeme Edwards)
South	9am Meadowbank Wharf (Doug Stewart)
East	8:45am Chatswood Station west-side (Carolyn New)
West	9:30am cnr North Rocks and Pennant Hills Roads, Carlingford (Pam & Col Kendrick)

Bring your own brunch/lunch and *infotainment* will be provided by a few of the regular BN members demonstrating bicycle breakdown maintenance. Just in time for the BNCC!

Come, watch and learn how to repair that flat, sleeve a tyre, repair a broken chain, adjust those pesky gears, align those cantilever brake pads so that they hit rim just right.

You can join in or just watch - the choice is yours!

For those that have a bike that needs that little bit of extra attention, bring it along and we will use it to demonstrate servicing and repairing.

Have you ever wondered how the cluster comes off? Ever wanted to know how to get into the bottom bracket? Does your headset rattle as you roll along?

To have all these questions answered (and more), just roll up on the Anzac Day Picnic and our team will endeavour to bring your trusty steed up to speed.

Tour de Hills

Pam Kendrick, Rides Co-Ordinator

On Sunday, 3 March (an overcast morning), 40 or so enthusiastic Bike North members resplendent in our now distinctive orange sleeves, rolled up for the 7th annual Tour de Hills Bicycle Classic, starting and finishing at the Dural Country Club. Our registered team of 34 was augmented by many *moreon-the-day* entries, with the ride achieving a record 487 cyclists! The Tour de Hills is an event organised by the Castle Hill Rotary Club, with proceeds and sponsorship going to their major charity - St Gabriels School for the Hearing Impaired. This year, \$25,500 was raised for the school.

Most of the BN team rode the 70km loop, while others tackled the 105km or the shorter 35km. A neat trick by some of the 70kmers was to start with the 105km group to gain some extra time to complete the course at a more leisurely pace!

Just as the 105 and 70 kmers were stretching their legs in the first few kilometres along Old Northern Road, a very localised deluge hit us, sending many scurrying for bushes and bus shelters, while others just shrugged and got wet! After about 10 minutes the rain stopped and the wonderful downhills rolled past on the way to Pitt Town Bottoms, with its now familiar pungent pong of well fertilized market gardens and grass farms (no, not that sort!),

having passed shady forests, horse paddocks, bell birds and the well-spaced but welcoming drink stands.

The return leg began with gentle rises, the official photographer snapping away at various locations, until THAT hill loomed. Slowly we plodded up Glenhaven Road, back in suburbia while our 105km counterparts tackled it for their second time! At the top we were tested with rough, broken verges and constant traffic. Let's hope that the local cycling mayor noticed the sharp contrast to the quiet back roads we had been enjoying.

A few kilometres later we arrived back at Dural Country Club, our bikes packed away and headed for lunch in that huge, noisy dining room. Simple fare, lots of laughter and some free photos saw Bike North then announced as the biggest team of the 7 entered, none of the others having over 10 members. A team happy snap was taken and as we headed for home, another short, sharp downpour farewelled us.

Some notable observations

- We hear our marathon cyclist Simon Rock already had 45km in his legs prior to completing his 105km loop and then was spied cycling home!
- The tandems shot through after the first drink stop - as did Kin-Yat. However, as the tandem cyclists only have half a bike each to propel, does that mean they are only credited with half the distance each?
- Carolyn New broke her brake cable halfway round the loop - but it was replaced in the space of no more than 10 minutes (with lots of help from Troy). Maybe we all need to carry spare cables AND a mobile mechanic with us on every ride?
- Brian Willis, as usual, was his cheery, chatty self despite being on his second climb up Glenhaven Road hill.
- *Mr Squiggle* (alias Kevin Mason) scored an 18x11cm photo in The Hills News on the following Tuesday aboard his faired upright. It's not the first time Kevin had made it into the local paper - last time he was aboard his (then unmotorised) Greenspeed trike.

I would like to take the opportunity to thank the BN extended team for their support and magnificent turn out on the day - we were conspicuous!



Bike North Urban Challenge

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Calling teams of two or three - it is time to head to Roseville station for the Bike North Urban Challenge.

What is it?? Good question!

On the day your team will be supplied with a map and a list containing several check points that you may want to visit. At each point you will find a small plaque with the Bike North logo and a letter of the alphabet. You must record this letter on your game card to earn points to determine a winner.

Is this a Treasure Hunt?? Not really. It is more like orienteering but by bike. This event is somewhat similar to the Urban Polaris (<http://www.polarismtb.com.au/urban/>). If you have read Kin-Yat's article on that event (in the last Chain Mail) you will notice some similar features.

You may wish to know that some checkpoints carry greater points than others. You do not have to visit all the checkpoints because that would be impossible! Mountain Bikes are not required as all check points can be reached by any bike or trike. You don't have to ride all the way to checkpoints either - participants may use public transport (ie buses and trains). But the use of private cars, boats and taxis is prohibited!

Where will the check points be?? They will be nailed or tied to signposts or a feature in the area you visit! So, good luck finding them.

The final destination will be a coffee shop where all participants will meet to share their morning's work. Location? That is a good question! If I told you this then you would be finding the checkpoints before me!

The Bike North Urban Challenge will be held on Sunday, 25 May. Please meet on the eastern side of Roseville Station at 8:30am.

See you then!



Bikes are Transport

Bikes are fun! Many of us enjoy the social activity of riding with the group, the discovery of new places, the challenges, the increasing fitness and sense of well-being after a good hard ride. But bikes are for transport too, for much the same reasons. It can be fun to ride to work; you can increase your fitness along with your commute to work; it's private transport so you're not dependent on buses which may be unavailable due to strikes or traffic congestion which are far easier to get around when you are on your favourite bike.

Many cyclists would love to use their bikes more often for transport but feel there are so many problems standing in the way. The Bike North executive would like to see more people cycling for transport and has created a new work group with that objective. So far we're just trying to define the context, which is huge, but by the time you read this we should have chosen one of our first small projects and we will need your help!

Every Bike North member is invited to help us meet our objective. To participate, in practical terms, you really need to be on email and subscribe to our new bn_commute group but if you believe you can make a significant contribution without it by all means contact me.

To subscribe to this new e-mail list please send an email to bikenorth@galifrey.triode.net.au asking to be included on the bn_commute group.

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WORKING GROUPS

Hornsby

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In February, the Hornsby Group met with Garry Kennedy from the traffic section of Hornsby Council to discuss the missing link between the cycle path on the Ryde side of Terry's Creek and the on road cycle lane in the northern section of Pembroke St. Garry showed us plans of numerous proposed bike path routes that the Council had drawn up in 1997. After viewing the routes on the plans we were able to indicate to Garry our preferred option. After this we all walked the length of the selected route from the western end of Pembroke St down the hill and on to Epping Rd.

The feedback from Garry was very positive and he indicated to us that he would have the costing of the work updated and re-submit the plans to the RTA for approval and 50/50 funding. BN has already spoken to the RTA and has its in-principle support.

There were a number of other issues that arose during the walk but the most important one relates to the Cycle Committee. Garry indicated that he was the only person in the Traffic Department that dealt with bikes but a formal committee would take up too much of his time. He said that each year at around this time (when the budgets are being worked

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out) he tries to get a Bicycle Liaison Position established but it gets rejected every time! This position would fulfill the same role as similar positions in other councils (such as Baulkham Hills) and the purpose would be to liaise with other neighbouring councils and groups like ourselves. He indicated that if we were able to get a resolution from council for the General Manager to look into establishing the position then it would support his case and the committee could be formed. All that is required from us is a few letters and for us to enlist the support of a number of councillors to put the motion.

So, with this in mind BN will be doing a special mail out to all members living in the Hornsby Shire. The letter will contain a boilerplate stating a case for Hornsby Council to establish a Bicycle Liaison Position and listing a number of roles the position could take on. We ask that everyone living in Hornsby Shire that wants better cycling facilities for their area take the time to write out the letter in their own words and send it to council. There will be more details included in the mailout.

Ku-ring-gai

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Ku-ring-gai Council has at last appointed a new Director of Technical Services (ie Chief Engineer)! He is Greg Piconi, who was formerly with Ashfield Council. Initial impressions are favourable - come to think of it, Ashfield used to have a Mayor who rode his bike to Council inspections so Greg should be bicycle aware!

When asked at a traffic committee meeting about completing the three bicycle projects for which the RTA has approved 50/50 funding, Greg's staff assured that these would be done by 30 June this year. Council has also hired a bicycle projects engineer - Justin Hill, and we will offer him any assistance he needs.

Ryde

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Cycling in Ryde continues to be as good as ever. Ryde Council's grid street pattern and more rolling topography mean that it is the easiest of the four Bike North areas to cycle in. There are plenty of alternative routes away from the main roads making cycling to just about anywhere in Ryde fairly easy.

The ever-shortening days at this time of year have not reduced the level of transport cycling among members of the Ryde Group. We thought it would be handy to give the membership some tips on cycling in low light or darkness:

- Get a good front and rear lighting set. Good lights are now not too expensive.
- Reflectors can be very effective. Use the power of motor vehicle headlights to make yourself more noticeable. Wearing a reflective vest is also a very useful strategy. [Reflective anklets; shoes with reflecting material on the heel and ankle; reflective striping on saddle bags or backpacks, and even reflective knicks can make you light up like a Christmas tree from a drivers' perspective - Ed]
- Ride to be seen. Be cautious yet assertive in traffic and position yourself away from the gutter so that entering traffic will notice you. On wide streets the best strategy is to cycle just to the left of the motor vehicle traffic.

- Slow down a little on the downhill compared to day-time cycling. This reduces your stopping distance and gives you more control over the space around you if anyone should pull out in front of you.

Hunters Hill

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BORONIA PARK

Last year Council accepted submissions to help formulate a Plan of Management for Boronia Park Reserve, in Ryde Rd. Many of the suggestions were contradictory, so this month Council is holding focus groups to discuss the future of Boronia Park under three headings; Sport & Recreation, Dog exercise, and Environment. Bike North will be attending the Sport & Recreation evening. Current proposals include an off-road bike track parallel to Park St and also around the oval, a skate park near grandstand at the bend in Ryde Rd, and a community hall, also near the grandstand. Maybe the community hall would be a good place to hold some Bike North functions?

HUNTERS HILL BIKE PLAN

The Hunters Hill Bike Plan was adopted by Council late last year, and contains a multitude of specific actions. Representatives of Bike North are meeting Don Cottee - the Council Engineer, early in March to discuss priorities, and to help draft a proposal for RTA funding to see the first stages commenced this year.

In other news, Contessa Hajinikitas of Cycle Planning Pty Ltd (the consultant who prepared the Hunters Hill Bike Plan for Council), and husband Tomaso, recently announced the arrival of daughter Sofia, born on January 21. Best wishes Contessa, Tomaso and Sofia from all at Bike North!



Ride grading and how it works

How difficult is your ride?

This is one of the most common questions you get asked as a ride leader. It's a simple enough but not an easy one to answer. At the moment rides are graded using the simple method of easy, medium and hard. But most riders know that the more hills you have in a ride the more difficult the ride becomes, so, any grading system you use should take into account how many metres of climbing there is on a ride. However, the current grading based on the length of the ride doesn't take into account the terrain nor the speed of the ride. It is possible therefore to have a very difficult ride that is only 45km long graded as medium when in reality it is a hard ride. We decided that any grading system that hopes to reflect the true difficulty of a ride needs to take into account more than just how long the ride is. It is also true to say that the faster the ride is conducted the harder it becomes. So what we need is some way of measuring the difficulty of a ride based on its length and terrain and also some indicator of how that difficulty is

increased by the average speed of the ride.

Is There a Better Way?

After many months of consideration and many long discussions over coffee and croissants (or a beer) it was decided that Bike North should put together a better method of rating the difficulty of our rides. We needed a method that would make it easy for everyone to work out how difficult the rides really are. As a result the ride difficulty index (RDI) and the ride energy expenditure (REE) were born.

Why are there two indicators?

The first indicator - RDI - is an empirical measurement that does not take into account how fast a ride is completed. Each RDI is calculated using the metres climbed and the distance of the ride.

The REE, on the other hand, uses the distance and metres climbed just like the RDI but it also takes into account the pace of the ride, the aerodynamics and weight of the bike and rider and friction.

With the REE you can measure the difficulty of one ride against another - by taking into account how fast the group will be going. The RDI is only really useful if you are going to ride a Bike North ride on your own or with someone that rides at your pace. But if you like riding with all your Bike North friends on an organised ride, then you will need to use the REE to determine how difficult the ride will be given the pace of the ride. To give you an example of how the RDI and REE work we will use two popular BN rides, Chatswood to the Surf and Pie in the Sky.

The RDI for Chatswood to the Surf is 16.7 whereas the RDI for Pie in the Sky is 13.9. This means that there are more hills and

more climbing on Chatswood to the Surf. Now if we compare the REE of Chatswood to the Surf to that of Pie in the Sky we find that the REE for the Surf ride is 668 and for the Pie ride it is 692. The reason that the Pie ride is more difficult is because it is run at a quicker pace than the Surf ride.

The generation of RDIs and REEs for all the popular Bike North rides is in progress but to get you started here are some examples. As the RDI and REE is developed for each ride it will be put on the BN web site, so go and have a look.

There will be a complete explanation of how the RDI and REE are calculated in the next chainmail along with tables and charts so you can calculate RDIs and REEs for your own favourite rides.

Comparison of REE and RDI

Ride	Distance (km)	Speed (km/h)	Altitude Gain (m)	REE (kJ)			RDI
				Mountain	Touring	Racing	
Concord for Cake	25.4	17	175	573	381	309	4.44
Chatswood to Surf	40.84	15	410	956	667	559	16.74
Pie in the Sky	37.4	19	350	1005	691	567	13.09
Down & Out & Back	46.88	23	405	1465	995	801	18.98
Bike North Century Challenge 60	60	22	675	1933	1351	1109	42.3
Surfside Café	79.32	25	950	2941	2056	1676	75.35
West Head	90.24	25	950	3230	2231	1804	128.14
Bike North Century Challenge 100	100	25	1440	3922	2795	2304	147.3
Bike North Century Challenge 160	160	23	2115	5649	4009	3311	349

Going Bananas

Debbie Lilienthal, Accredited Practising Dietician

[Our BN dietician returns this issue to give us more advice on carbohydrates, which just might come in handy for the BNCC - Ed]

Are all carbohydrates the same when it comes to providing energy before, during, and after sports? Yes? No? Going bananas?

The answer is actually no!!!

First of all you need to know how your body uses carbohydrates (or carbs).

The body's favourite source of energy is **glucose**. Glucose is stored in muscle and liver as glycogen, in addition to the glucose that is circulating around the body in your blood. The body uses glucose all the time to function and as muscle activity increases, the body calls on its supply of stored glucose (glycogen) to replace that being used. The amount of stored glycogen is actually relatively small so we need to keep *topping up* the stores - e.g. eating and drinking foods containing carbs. We usually do this when we eat our regular meals. However, once you hop on that bike and start spinning along on the medium-plus rated rides,

you may need to pay a little more attention to what you eat and drink - before, during and after the rides.

It's OK. The scrummy foods at Mario's are SAFE!!!!!!

Why is it that all carbs are not equal?

Research over the past 10-15 years have shown that different carbs have very different effects on blood glucose levels - some will raise blood glucose levels slowly while others will cause a very rapid rise in blood glucose levels. This difference has been called the Glycaemic Index (GI) of foods.

How is the GI of a food worked out?

Firstly, the GI of foods cannot be guessed. GI has to be tested on human subjects using a standardised method. Pure glucose is the standard, as it produces the greatest rise in blood glucose level and is ranked with a GI of 100. All other foods that have been tested are ranked against this according to the rise in blood glucose levels.

There are three rankings for GI. They are:

Low GI	<55
Intermediate GI	55 - 70
High GI	>70

How can GI be used when cycling?

Before cycling - make sure that you have a meal that contains low GI foods - these are the ones that provide a slow release of glucose into the blood stream. Great for endurance.

During cycling - you need to *top up* with high GI foods and fluids.

After cycling - again consume high GI foods and fluids within half an hour of finishing. The timing is particularly important as the muscles will be like *sponges* and will *soak* up the glucose to store as glycogen more rapidly than if you wait for several hours after a strenuous ride. If you have ever felt very tired for several days after long and strenuous rides, it may be that you are not replenishing your glycogen stores.

Bike North members are known for their resourcefulness, and eating is one of the pleasures of the rides - with the coffee of course. It is interesting to observe the snacking habits of members.

Members have been observed consuming a wide range of foods on rides including: all types of fruit including bananas (one member is known to rate rides as, one or two banana rides); Jelly beans / babies; muesli / breakfast bars; sandwiches (not sure of the fillings); cake style muffins; nuts; dried fruit; sports bars; sports drinks and water; and at the scheduled coffee stops: coffee, any type of cake, bun or pie (savoury or sweet); hot chips; gelato; milkshakes; raisin toast; scones, jam AND cream; cooked breakfast; and plain or toasted sandwiches; juices; iced coffee or chocolate. WHAT A VARIETY!!!!

So what about the GI of these Bike North favourites?

Low GI <55	INTERMEDIATE GI 55-70	HIGH GI >70
apple juice	Banana	White bread
pineapple juice	Wholemeal bread	Jelly beans
orange juice	Muesli Bars	Sports drinks
raisin toast	Crossiant	Hot chips
milk	Muffins	Breakfast bars
dried apricots	Yoghurt	Cornflakes
sultanas	Ice cream	Rice bubbles
porridge	Weet-bix	Sultana bran
toasted muesli	Nutri-grain	Dates
baked beans	Wholemeal bread	Watermelon
Special K	Custard	Roll-ups
Bürgen breads	Pawpaw	
yoghurt	Fresh pineapple	
most fresh fruit	Honey / sugar	
jam		

So how do you put it all together?

Before riding, ensure that you have a good breakfast and are well hydrated (see Debbie's hydration article in Chain Mail Issue 19). For example, a breakfast consisting of rolled oats with milk, juice, and toast with scrape of margarine and jam, or Weet-Bix (with milk, juice) and raisin toast.

During the ride consume high GI fluids, jelly beans, bananas, fresh fruit and, of course, water.

After a strenuous ride (like the BNCC) ensure that you consume high GI foods and fluids as soon as possible after you stop. These foods will assist to restock depleted glycogen stores.

If you have a burning desire to read more about GI, the following books are recommended:

- The GI Factor;
- The Glucose Revolution GI Plus;
- The GI Factor and Sports Nutrition (a pocket guide).



Some "carbos" waiting to be devoured on a recent "Pie in the Sky" ride

Tour Down Under Report

Brian Fong

It is Day 5 of the 2002 Tour Down Under, and finally Anne and I arrive in beautiful sunny Adelaide. And boy, did Adelaide turn on the weather!

We managed to walk four city blocks before turning to each other and saying *it's too hot, lets go back to the hotel*. Yep it was bloody hot and the TDU was going over Mengler's Hill - not once, but twice that day. Poor buggers! But, this is where the race was won and lost.

On this day Michael Rogers (riding for the Australian Institute of Sport team during the TDU but is a member of the top-ranked Mapei-Quick Step squad) took the overall lead for good after an unbelievable series of events.

Rogers first won an intermediate sprint to put him in the lead on the road. Then on Mengler's Hill his bike was hit from behind by a motorcycle marshal which rendered his bike unrideable. In disgust he picked up his bike and hurled it to the ground. Amazingly, a helpful spectator pushed his bike over to Michael. It took him milliseconds to realise that the bike was identical to his own (even down to the pedals!) and he jumped on it and off he went [the bike in question was an \$11,000 Colnago C40 - Ed]. Rogers finished second on the stage to claim the



yellow jersey on this, the penultimate stage. The stage was won by Cadel Evans, another Australian who rides for Mapei-Quick Step - and who chalked up his first win as a full-time road professional after defecting from mountain bike racing.

Adelaide and the surrounding areas have really taken the TDU to heart. All the towns that the race passed through were dressed up in race mode with flags and banners, and almost every shop had a TDU poster in the window. Whilst we didn't get to these towns during race time it was still all there to see in the weeks after the race.

How much is Adelaide into this race? Well at that time South Australia was in the



midst of a state election campaign AND the Aussie cricketers had just won their first one-day game of the season.

And what was on the front page of the paper?

Michael Rogers winning the TDU! Howzat? And if you couldn't get to the race live there was a regular radio report on the road and a half hour TV highlights package every night... at 7pm!! [Well, the nightly highlights were shown in South Australia only, and everywhere else in Australia had to endure a few weeks' wait for a 90-minute show. Thank heavens for the Internet and raspberries to host broadcaster Channel Seven - Ed]

Is Stuart O'Grady (the defending winner riding for Credit Agricole) the hometown favourite? You bet he is! For every name painted on the road there is an O'Grady or a Go Stuey!

If you didn't know any better you'd think he was winning the race not lying seventh, four minutes down. On stage six it got even better because it seemed like Stuey was everywhere. Everyone had a Stuey portrait on a stick, so the crowd was filled with Stueys. Perhaps we need them at the Tour de France to confuse Erik Zabel?

And it was a great crowd too, all 435,000 of them! Some 80,000 of them saw

newly-crowned Australian champ Robbie McEwen (Lotto-Adecco) win the opening criterium stage at Glenelg. Can you imagine 80,000 at Bondi?

There would easily have been 120,000 watching Robbie McEwen win the final stage in the centre of Adelaide - Imagine the finish line on Park St in the middle of Hyde Park!

And the finish was complemented by a wine and food festival in the park which had a huge TV screen covering the race.

It was a fantastic experience going to the Tour Down Under - I'm definitely going again. And it was a fantastic race for the Aussies as well. Michael Rogers took the overall victory and the yellow jersey, Cadel Evans with the King of the Mountains Jersey and Robbie McEwen the

sprint jersey as the most consistent finisher. Robbie won an amazing 4 of the 6 stages to continue his hot form leading up to the TDU - the other stages were won by Fabio Sacchi (Saeco-Longoni Sport) and Cadel. And to prove once and for all that Stuey is Adelaide's favourite cycling son he was awarded the Most Aggressive Jersey for the final stage, after not having won a thing all race.

Finally, for anyone interested in going to a future TDU: I talked to one of the SA tourism organisers who said that if we were to report on the race in the future then we would be able to get a media pass to access all areas ... WOHOHO



My new sunnies

Kin-Yat Lo

Last issue Michael Chow wrote about the different types of prescription sunglasses out there – so what is it like to actually find one? And what do my new sunglasses feel like?

I first noticed the need for a pair of prescription sunnies when I started breaking my trusty Polaroid clip-ons. Sure, they were cheap (\$17 at OPSM) - but it was a pain to keep replacing them when I scratch or break them at regular intervals. I also noticed that it really didn't keep all the wind out of my eyes and it made my glasses even heavier.

My heavy prescription was a major hurdle in shopping for sunglasses. My left eye has a prescription of -10 whilst my right eye is slightly better at -6.5. You might remember that Oakley only supplies up to -5 lenses, whilst Rudy Project has inserts of up to -8. Neither of which would suit me.

My second hurdle was the reluctance of optometrists to supply me with wraparound sunglasses. I wanted a pair of wraparound sunglasses which gives the maximum visual area and also protection from the sun and wind. Most optometrists did not recommend a wraparound frame as they believe the distortion from the lenses would be considerable and that the thickness of the lens would not allow them to be inserted into most wraparound frames without having to bend them. I was told many times that they would only fit tinted lenses to normal spectacle frames – which of course doesn't work quite so well when cycling. Fortunately I found an optometrist who not only stocked a wide variety of wraparound sunglasses but also understood my need for a wraparound frame.

I tried out many styles of frames but only a handful were suitable for my prescription due to the thickness of the lenses. I was very impressed with the Oakley Fives (around \$150 frame only) - which fit the best but I was told a thick

lens would simply not fit inside the frame. I was also most impressed with the Oakley Rx series – these were extremely comfortable and definitely prescription-friendly, but were incredibly expensive! (around \$300 frame only)

My eventual choice is the Rudy Project Poonga frame (\$140 including non-prescription lenses) as it allowed the fitting of thick lenses and I also felt very comfortable wearing it. There was a selection of colour, but orange and purple were unavailable . . . and so I settled upon a polished silver frame (to match the silver bits on my bike, of course!)

The next problem was the lenses. They were **very** expensive! The *cheapest* lens which I could get were a Rodenstock lens with a refractive index of 1.70 and 85% tint – at *cough* \$425 per pair! With my prescription there was little choice as nothing else but the thinnest lenses would fit inside any frames – and the cost is also partly due to the fact that it has to be custom-made overseas. I chose grey lenses because it does not alter the colour significantly, unlike brown lenses. These lenses are unfortunately non-polarised – this is because polarised lenses are impossible to make at my prescription unless I choose a glass lens.

My lenses arrived after a 3-week wait and I was soon fitted out with my new sunnies. It took a little while to get accustomed to wearing them – there are always small differences between any two pairs of glasses – and switching between glasses is always accompanied by a few minutes worth of dizziness. The frame is extremely comfortable but it does take a little while to get them properly adjusted. It feels just right on the nose and is not

heavy, and once properly adjusted, rarely requires any adjustment even after long days in the saddle. These glasses are also much better in keeping out the wind and rain.

The only complaint is that there is a significant amount of blurriness from the left lense due to its curvature – which is only a problem when riding! It seems that I cannot focus on specific objects – say a street name on a map or street signs – due to the fact that I look through the curved edge of the lens. It is only a problem when I'm riding because of the way I look out and I simply see through the distorted part of the lens. But otherwise vision is wonderful. You do, however, have to be careful when riding into and out of shadows as your eyes don't adjust quite as quickly as your speed – but this is a general problem with sunnies.

I'm extremely pleased with the lenses – they make everything look pleasant (nothing looks too bright and there's no glare) without making everything look dark. I could wear it into darker areas like cafés and car-parks without having to change glasses immediately. To my surprise it is also very good during darker rides – ie when it is overcast or raining. This also allows me to not carry around a normal pair of glasses on a ride as I do not need to change glasses at all.

All in all it is a good pair of sunnies – and a much better option than to put clip-ons onto my everyday glasses. It did, however, come at great cost, but I believe it is worth the money in terms of the additional comfort that only a pair of prescription sunglasses can bring.

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

Letter to the Editor

Dear Editor,

In Chain Mail No. 17 (August 2001 page 5) you published an article called Braking 101. This article contained excellent advice about how to brake safely and effectively. The article correctly emphasised correct use of the front brake. Issues such as "squeeze progressively", "move your weight back" and most especially to "practice" were included. Once these basic skills are mastered then more refinement and judgement can be applied.

There is no doubt that braking with the front wheel is the most effective and most important braking skill, but it is important to use different techniques in different situations. Every cyclist falls down, and when the front wheel loses traction (locks up) this is most often the result. Keeping the front wheel rotating is the key to staying upright.

My approach is to brake early and brake often (ie controlling your speed) in an attempt to avoid emergency braking at any time (except when practicing of course). Here are my tips, but this not necessarily correct or the only way.

For normal riding I will "cover" both brakes with my hands ready for action, and I always try to look ahead for any signs of danger. This means several hundred metres ahead and way past the vehicle/bicycle directly in front.

For general slowing I use the rear brake only as I don't normally need to brake hard. This leaves the option of adding the much more effective front brake when I need to. It also wears out the rear brake pads leaving the more important front ones for when they are needed. Rear wheel braking is more stable under difficult conditions such as loose/slippery surfaces and around corners (if all braking is not completed in time).

When I need to brake hard I use both the front and the rear (about 50/50 split) and try to balance this with the needs of the situation. When I can ease off I do.

For emergency stops I brake with both the front and rear (about 90/10 split). In this situation I quite often lock up the rear wheel, but have always been able to unlock it immediately. Of course a locked (and therefore sliding) tyre has no grip and thus no directional control and no braking power whatsoever. I recommend that everyone practice hard braking on a grass surface and getting the feel of rear brake lock-up and learn how to deal with it before they need to.

Doug Stewart

UCI Cycling World Cup

Dunc Gray Velodrome. 10-12 May.

http://www.uci.ch/data_2002/track/worldcup/wc_02/index.htm

This event has the world's best track riders in Sydney for 3 days. A "must see" for those who appreciate cycling skills. But it is also great entertainment. Tickets at Ticketmaster 7 (<http://www.ticketmaster7.com> or phone 13 61 00) are a little more expensive than normal velodrome events but it is still cheaper than airfares to the other rounds this year which are in Mexico, Russia, Columbia and China.



April 2002

Date: Saturday 6 April

Ride: Explore Hunters Hill
 Grade: E Distance: 15
 Contact: Alister Sharp, 9879 3664
 Starts at: 9:30, Gladesville ferry wharf, Huntley's Point Rd. : We'll ride the highways and byways of Hunters Hill, with a friendly coffee stop. Phone to confirm. Children must be accompanied by a cycling adult. Child Friendly

Date: Saturday 6 April

Ride: Olympic Park Ride
 Grade: E Distance: 25
 Contact: Doug Stewart, 9887 1478
 Starts at: 8:15, Meadowbank wharf: Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

Date: Saturday 6 April

Ride: Meadowbank to Bobbin Head
 Grade: MH Distance: 50
 Contact: Andrew Elliston, 9686 4113(H)
 Starts at: 7:30, Meadowbank wharf, Eastwood stn and Browns Waterhole starts by arrangement.: A very hilly ride from the busy waters of Meadowbank up to Eastwood and Browns Waterhole, then to Turramurra, and on to the peaceful waters of Bobbin Head for coffee and return.

Date: Sunday 7 April

Ride: Reverse Bobbin Head
 Grade: M Distance: 25
 Contact: Graeme Edwards, 9476 3624
 Starts at: 8:30, Hornsby stn west side: Ride via Wahroonga and Turramurra to Bobbin Head for coffee, returning up the steep way to Mt Colah and back to Hornsby.

Date: Saturday 13 April

Ride: Eastwood to Parramatta Big Loop
 Grade: M Distance: 45
 Contact: Pam and Col Kendrick
 Starts at: 8:00, Eastwood stn west side: Ride up to the M2 and on to Winston Hills, then down the cycle route to Parramatta Wharf Café. Return via PVC to Meadowbank then up the hill to Eastwood.

Date: Sunday 14 April

Ride: Flat Out West
 Grade: E Distance: 20
 Contact: Keith and Fran Griffin, 9614 0777, 0414 187 427
 Starts at: 10:00, McQuade park, Tebbutt St Windsor: No hills! No cars! (...almost). Follow the Hawkesbury River through wide open spaces to Richmond, then return via a different route for lunch in Windsor. Gentle pace, suitable for less experienced riders.

Date: Sunday 14 April

Ride: West to Windsor
 Grade: MH/MH Distance: 80100
 Contact: Keith and Fran Griffin, 9614 0777, 0414 187 427
 Starts at: 7:30, Cnr Pennant Hills Rd and M2: Visit the the Wild West via the M2, Old Windsor Rd and some quiet back roads to Quakers Hill and beyond, exploring new suburbs and rural remnants. Coffee at Windsor, with option to join the "Flat Out West riders for an easy 20 Km ride to Richmond (easy pace), then return to start using a different route. Brisk pace, some traffic.

Date: Saturday 20 April

Ride: www.4coffee.u.com.e.2
 Grade: M Distance: 50
 Contact: Ross Thomas, 9481 0724(H) 0412 314 735(m)
 Starts at: 8:30, Manly ferry wharf: Ride up the Wakehurst Parkway to Narrabeen, then Warriewood and return via the beaches. Some cycle ways and main roads with some hills. Coffee stop at ww.

Date: Sunday 7 April

Ride: Ride Around Our Place
 Grade: E Distance: 25

Contact: Fran and Keith Griffin, 9614 0777, 0414 187 427
 Starts at: 8:00, Epping stn east side: Figure 8 ride centred on Epping stn, exploring parts of Epping, Carlingford and North Epping. The pace will be gentle, but you need to be comfortable with hills, roundabouts, occasional moderate traffic and have a good sense of direction! Coffee? Of course!

Date: Sunday 7 April

Ride: Brunch at Church Point
 Grade: H Distance: 90
 Contact: Phil Johnston, 9312 3319(W)
 Starts at: 7:30, Car park, Mona Vale Rd opp Stanley St St Ives: Fast paced ride via Duffy's Forest and West Head for brunch at Church Point.

Date: Saturday 20 April

Ride: Gladesville to Parramatta and optional return by Rivercat
 Grade: E/E Distance: 20/30
 Contact: Alister Sharp, 9879 3664
 Starts at: 9:30, Gladesville wharf Huntley's Point Rd : Ride to Parramatta via PVC. Coffee at Parramatta wharf with a possible excursion into Parramatta Park, then ride back to Rydalmere for the Rivercat back to Gladesville (or Quay). Please phone to confirm. Children must be accompanied by a cycling adult.

Date: Sunday 21 April

Ride: Meadowbank to Millennium Markers
 Grade: E Distance: 25
 Contact: Jenny Hart, 9816 2968 (h) 0418 245 423 (mob)
 Starts at: 7:30, Meadowbank: Cross John Whitton bridge to Homebush Bay, visiting the Millennium Markers, with a coffee stop included. Most hills optional.

Date: Sunday 21 April

Ride: Lunch at Pearl Beach
 Grade: H Distance: 85
 Contact: Phil Johnston, 9312 3319(W)
 Starts at: 7:30, Hornsby stn Jersey St: A brisk ride to Mt White, Kariang and Woy Woy for lunch at Pearl Beach, then return to Woy Woy stn for train back to Hornsby.

Date: Thursday 25 April

Ride: BN Annual Picnic 2002
 Grade: EM Distance: various
 Starts at: various: Ride or drive to Auluba Reserve, cnr Vernon St and Kissing Point Rd, Sth Turramurra for the Annual Picnic. BYO everything for a sociable get together. More details in Chain Mail and BN News. Join one of the rides to the venue: North: Hornsby via Turramurra with Graeme Edwards. 9476 3624(h) South: Meadowbank via Eastwood with Doug Stewart. 9887 1478(h) East: Chatswood via Lane Cove Park with Yaffa Gould 9966 9262(h) West: Carlingford via M2 with Pam Kendrick 9872 2583(h)

Date: Saturday 27 April

Ride: Exploring Castle Hill 2
 Grade: EM Distance: 30
 Contact: Pam and Col Kendrick, 9872 2583
 Starts at: 8:00, Car park Mileham Av Castle Hill, to left side of Baulkham Hills pool: Explore Castle Hill's parks and cycleways with a coffee stop. NOTE CHANGE OF START LOCATION.

Date: Saturday 27 April

Ride: North Shore Olympic Grand Tour
 Grade: M Distance: 70
 Contact: Carolyn New, 9438 1903
 Starts at: 7:30, Chatswood station west side: An easy paced ride via Lane Cove NP and M2 to Eastwood, Meadowbank then cross the river to Olympic Park. After a visit to Concord's famous patisserie, return to Chatswood via ANZAC and Harbour bridges.

Date: Sunday 28 April

Ride: Pie in the Sky
 Grade: M MH Distance: 40
 Contact: Graeme Edwards, 9476 3624

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

May 2002

Date: Saturday 4 May

Ride: Middle Harbour Parks and Foreshores
Grade: E Distance: 25
Contact: Carolyn New, 9438 1903
Starts at: 7:30, Chatswood Station (west side): Circle through the parks of Willoughby, north and south. Sweep out to the Castlecrag and Harold Reid Reserve Peninsulas for magnificent harbour views, historical dwellings, bushland and coffee and cakes. A couple of short hills but easy does it and the views are worth the effort.

Date: Saturday 4 May

Ride: Meadowbank to Bobbin Head
Grade: MH Distance: 50
Contact: Andrew Elliston, 9686 4113(H)
Starts at: 7:30, Meadowbank wharf, Eastwood stn and Browns Waterhole starts by arrangement.: A very hilly ride from the busy waters of Meadowbank up to Eastwood and Browns Waterhole, then to Turramurra, and on to the peaceful waters of Bobbin Head for coffee and return.

Date: Sunday 5 May

Ride: Bike North Century Challenge
Grade: MHH Distance: 60 100 160
Contact: Doug Stewart, 9887 1478
Starts at: DETAILS IN THIS EDITION - see cover story

Date: Saturday 11 May

Ride: Amble Through Lane Cove River Park
Grade: E Distance: 12
Contact: Alister Sharp, 9879 3664
Starts at: 9:30, End Plassey Rd Nth Ryde, outside caravan park. : No NPWS fee. Ride the little roads within this national park, stopping from time to time to look at birds and flowers, and to play. Coffee at the kiosk near weir. Suit new riders and families. Please phone to confirm. Children to be accompanied by a cycling adult. Child Friendly!

Date: Saturday 11 May

Ride: Olympic Park Ride
Grade: E Distance: 25
Contact: Doug Stewart, 9887 1478
Starts at: 8:15, Meadowbank wharf: Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

Date: Saturday 11 May

Ride: Cowan to Calga
Grade: MH Distance: 60
Contact: Graeme Edwards, 9476 3624
Starts at: 7:40, Cowan Station: (meets the train). Ride down and up and down and up the sides of the Hawkesbury River Valley along the old highway. Coffee stop at Brooklyn before the last hill.

Date: Sunday 12 May

Ride: A to Z and Beyond
Grade: M Distance: 35
Contact: Rick Mockridge, 0418 284 052
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 18 May

Ride: Turramurra to Bay Treadle
Grade: M Distance: 50
Contact: John Williams, 9988 4478
Starts at: 8:00, Turramurra stn N.E. side: Ride via Browns Waterhole and Meadowbank, then on to the Cooks River Cycleway, stopping

for a BYO snack. Continue on to Brighton for brunch before returning to Tempe for a train ride back to the start.

Date: Sunday 19 May

Ride: Meadowbank to Millennium Markers
Grade: E Distance: 25
Contact: Jenny Hart, 9816 2968 (h) 0418 245 423 (mob)
Starts at: Memorial Park, Meadow Cresc. Meadowbank. Cross John Whitton bridge to Homebush Bay, visiting the Millennium Markers, with a coffee stop included. Most hills optional.

Date: Sunday 19 May

Ride: Brunch at Berowra Waters
Grade: H/MH Distance: 95/65
Contact: Phil Johnston, 9312 3319(W)
Starts at: 8:00, Turramurra stn NE side or 8:45am Hornsby stn Jersey St: A brisk paced ride to Berowra Waters for brunch, returning via Galston Gorge.

Date: Sunday 26 May

Ride: BN Urban Challenge
Grade: EM Distance: 30
Contact: Ross Thomas, 9481 0724(H) 0412 314 735(m)
Starts at: 8:30, Roseville stn: A fun event for teams of 2 or 3 to locate check points within a set area around the start. (a bit like orienteering, but by bike). Use of private cars not allowed but public transport ok. More details to come. SEE PAGE 4

Date: Sunday 19 May

Ride: 2 National Parks
Grade: MH Distance: 75
Contact: Keith and Fran Griffin, 9614 0777, 0414 187 427
Starts at: 7:30, Beecroft Station (western side): Ride to Hornsby and then to Bobbin Head, up the other side to Turramurra and then onto the Pacific Hwy. Down the hill in Grosvenor Rd to Lane Cove River park, then return to Beecroft via the M2 and Beecroft Rd. Pace will be brisk. Option to join the ride at Hornsby and get a train back from the end of the ride.

Date: Saturday 25 May

Ride: Triple S Ride (Sydney's Stunning Scenery)
Grade: MH Distance: 60
Contact: Joan Kerridge, 9909 8925(H)
Starts at: 7:30, St Leonards stn concourse: Cycle North Shore bike routes and quiet roads to Spit Bridge and Seaforth. (hills? - yes). Follow Wakehurst Parkway to coast, then cycle paths around Narrabeen Lake (2km dirt) to Dee Why and North Head for coffee / brunch. Return by ferry to Quay and ride via Harbour Br to start. Moderate pace.

Date: Sunday 26 May

Ride: Northern Beaches and Back Roads
Grade: MH/H Distance: 5080
Contact: Graeme Edwards, 9476 3624
Starts at: 7:45, Turramurra Stn east side. : Ride via Terry Hills, Church Point to Mona Vale, then follow the coast to Manly for coffee. Ferry to the Quay then ride / train to Turramurra. Many variations available, please ring for details after 5:00pm.

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.