

Training, effort and nutrition

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Traning, effort and nutrition

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Training for that big ride (part 1)

Jo Clendon

You've been reading about longer rides (the RTA Big Ride, Tour de Hills, Tour de Cowra, the Bike North Century Challenge (BNCC) or the longer weekend rides) and you are keen to give them a go. Yep, the spirit is willing – you just aren't too confident whether the body will vote the same way. So, how do you make that next step – increasing your cycle fitness and your ability to do longer rides and enjoy some of those more far-flung pleasures? The short answer to that question is training and a bit at a time.

Over two issues, we will explore how to increase the distance you cover, and how well you cover it, ie building up your base and improving your performance.

Bodies – a wee bit of theory

In fitness, there are a number of principles based on how bodies work best, without damaging them. In particular, there are two key principles to your reaching your next step, and they are: *progression* and *adaptation*. These principles are like chapter headings in the *Owners Guide to your Body's Fitness*.

Progression means gradually increasing the challenge. In the weights room, this means lifting heavier weights. On a bike, it can mean going further, going higher or going faster, or perhaps a combination.

Adaptation means that our bodies adapt to the challenges we throw at them – either that or they breakdown (causing injury), suggesting over-challenge. By using progression and increasing the challenges, in a gradual controlled way, we can avoid *breakdown*. Instead, our

bodies adapt to the challenges and we get fitter.

OK, enough theory. What do you need to do? You need a plan!

A goal, a goal, my kingdom for a goal

First, you need a goal! Ask yourself the following questions:

1. Where are you now? What kind of cycling are you doing at the moment? What sort of distance, average speed, number/type of hills are you doing? You might answer – *I mostly ride 10km distances, with one or two medium size hills, at an average of 20km/ph. Once a month or so, I ride some of Bike North 20km rides, there are bigger hills, and my average speed is more like 18 km/ph. And, I'm pretty comfortable doing these rides.*
2. What do you want to achieve? Set an *end-goal*, eg *I want to be able to do the 60km BNCC, and complete it in under 3 hours.*

The devious master plan

STEP 1: TAKE CARE OF THE BASIC STUFF

The more you cycle, the more important it is to take care of the basics and avoid problems. Take care of your:

- bike fit and set up;
- cadence (spinning); and
- cycling posture and position.

Also, warm up, cool down and stretch. Stretching is particularly important – the more you train the more you need to stretch, allow time for it when planning your training. Stay injury free – nothing will upset your training plans like an injury!

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Ask a veteran Bike Norther about these things, or stay tuned for some morsels on them in future Chain Mails.

STEP 2: RIDE, RIDE AND RIDE SOME MORE

Ride, or more specifically, train. Look at how many weeks there are between now and your goal. Ideally you should have enough time to be able to split that time period into two phases (see below). If there's not enough time, perhaps you should rethink your goal(s). Bodies don't like cramming and gradual progression decreases the chance of injury. The two phases are: building up your base; and maintaining your base (this will be covered in Pt 2 so stay tuned for the next issue of Chain Mail). The *build up* phase is about getting to a *base level* of distance you can cover. During the *maintain* phase, you are working on how well you cover that distance. How long each phase is will depend of the gap between your current *ability* and your goal. The key to successful training is gradual increases in distance. Above all, listen to your body – don't train according to a schedule regardless of how you feel. After all, you are not a machine.

CALCULATE YOUR BASE

Let's take as an example a 20km rider aiming to do the 60km BNCC. Does this mean we have to ride 60km in every training session? No, or else you'd probably have to give up working, eating or sleeping. Use the following guidelines in the table below to determine your base:

BUILDING UP YOUR BASE

Below is a sample training guide for training plan for our *example rider* who usually does 10-20km rides.

Week One	Ride no more than 3 days, with rest days in-between. <i>Easy</i> pace Aim for 40 kms total distance for the week.
Week Two	Ride no more than 4 days. Aim for rest days in-between (no riding, other light exercise ok, e.g. walk) Include one longer ride (perhaps 10-25% more than were doing before, e.g. 25 km. Pick up the pace a little – still easy. Aim for 45 km total distance for the week.
Week Three	Ride no more than 5 days. How hard? 2 – 3 out of 10. (see pace below) Aim for rest days in-between – no riding but other light exercise is OK, eg walking. Include one longer ride, eg 30 km. Aim for a total weekly distance of 54 km.
Week Four	Lighter week – As for Week Two.
Week Five	As for Week Three.
Week Six	Ride no more than 5 days. How hard? 2 – 3 out of 10. Aim for rest days in-between. Include one longer ride, eg 35 km. Aim for a total weekly distance of 62 km.
Week Seven	Ride no more than 5 days. How hard? 2 – 3 out of 10. Aim for rest days in-between. Include one longer ride, eg 35 km or longer. Aim for a total weekly distance of 68 km.
Week Eight	Lighter Week – As for Week Five.
Onward.	Repeat this process until you reach your base, then move onto maintaining your base.

This plan is based on the following guidelines:

Frequency Aim to ride between 2 and 4 times per week. Be creative – what about riding to work/shops etc; or buy/borrow/beg an indoor trainer. I can personally recommend fitness centre-based indoor cycling classes (eg "Spinning" or "RPM", a 45 min RPM

class covers approx 25km) as being great training. Don't just limit yourself to indoor training though – get out on the road at least once per week. Outside you are developing your general cycling skills – traffic, hazard avoidance, etc. If you are not confident on the road, try alternatives. I re-learned how to cycle in a cemetery (it's very quiet!).

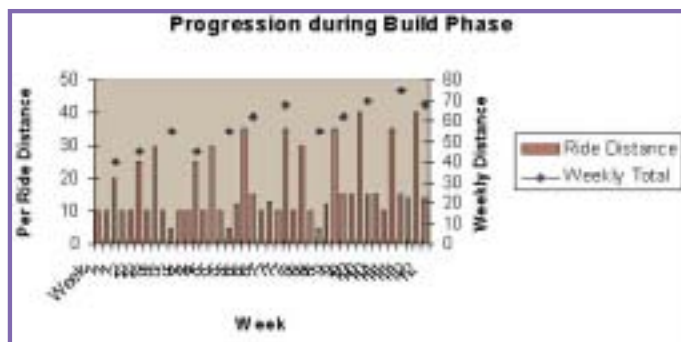
Type of Ride	How to work out your base
Single day tour, eg Sydney to Gong, BNCC	Aim for a weekly mileage of 125% of your goal distance, eg 125% of 60 km is 75km – so aim to do 75 km per week
Supported multi-day tour eg RTA Big Ride (where supported means you are not carrying all your gear, someone else is, or you leave it at base camp)	Pick an average daily distance from the ride, e.g. say the average day is 70 km. Then, ensure this average comprises 40 – 50% of your total weekly distance. For example, if the average big ride day is 70 km, your weekly training distance should be 140 – 175km.
Unsupported multi-day tour, eg something of your own creation!	As for a supported ride, except your planned average daily distance for your tour should equal 25 – 35% of your weekly distance.

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Small Increases Increase duration (how long you ride for) by 10 – 20 minutes every second ride. By week three you should be trying to ride comfortably for 1 to 2 hours.

Monthly Cycling Make every fourth week a light week. In the first three weeks, you are gradually increasing your distances and speed. In the fourth week, ease off, to about 80-90% of your third week's weekly distance. In the fifth week, "come back" to where you were in your 3rd week, and increase from there. Repeat this pattern. Variety

Vary the terrain. This is essential so you do not get bored! Also, it is essential to "adapt" to new challenges, eg hills. Riding the same "course" all the time will mean you will be very good at that



course, but you need new challenges! Vary the duration of your rides – try to make the shorter rides a bit faster (a cycle computer helps a lot here, and can be bought for as little as \$30 for a basic model). Include at least one 'longer' ride per week.

Pace Don't go too hard. To be able to do longer rides, you need to pace yourself. Aim to exert/push yourself slightly. A good test is to see if you can still talk while riding (the "talk test"). On a scale of 1 – 10 (10 being "I am about to die, my lungs were about to explode and my muscles about to abandon ship", and 1 being "what effort, that was a breeze), aim for around 1 – 3. Incidentally, this is the "fat burning" zone too.

Keep a record After each ride, note down the time you took, the kind of terrain you were on and how hard you found it (on a scale of 1-10). It is a good idea to make a note of any aches or pains – that way, you might be able to spot a pattern down the track) and

any other relevant factors (like headwind all the way!). If you can, note the distance you covered on each ride (a piece of string or ruler and a street directory can help).

The graph opposite is an example of how progression, "light weeks" and small increases work.

DOS AND DON'TS DURING BASE BUILDING

- DO increase your weekly mileage, but by no more than 10 – 20% per week.
- DON'T have two weeks in a row where you increase by more than 15%.
- DO warm up, cool down and stretch.
- DO feed your body good healthy food and drink. You may also need more sleep.
- DO listen to your body. All of this is a guide, designed for the average body. Yours might not want to adapt at this pace. It will warn you by aches and pains. They are warning signs and if you don't listen to them, your body will find a way of making you pay attention. And, you won't like it!
- DO work at riding faster during your shorter rides. Increasing your speed will help you cover more distance and keep up with other riders (if that is what you want).
- DO include hills. They will become your friends, but you need to get to know them better first!
- DON'T suddenly increase the amount of hills you cover. Increase it gradually, like you do time and distance. Hills are harder work and did I mention stretching?

reference: Doughty, S – *The Long Distance Cyclists Handbook*, 2001, A&C Black, London.

To be continued

In Part 2, we will look at where to from here, now that you have built up your base. We'll also answer a couple of questions regarding how much training to do "pre-event" and look at "over-training". Stay tuned.

How difficult is your ride? – part 2

Graeme Edwards

In the second part of this series, we are going to discuss in more detail how the *ride difficulty index* (RDI) and the *ride energy expenditure* (REE) figures are obtained.

RDI

You may remember from the previous article that the RDI is an empirical measurement based on distance and metres climbed. This measurement is suitable for determining the difficulty of one Bike North ride compared to another.

It does not take into account the average speed of the ride or the type of bike you are using because it is assumed that you will be doing each of the rides at your own pace and on the same bike. So how difficult the ride seems to you will be substantially determined by how far you go and how many hills you have to climb.

The calculation for the RDI is quite simple and is given by the formula:

$$RDI = xh/1000$$

Where: x = distance travelled (km); and h = total altitude gain (m)

You can see from this that if you have two rides of the same distance the one that has the most hills to climb will have the

higher difficulty RDI. This compares to how difficult most people will feel a ride has been. So in simple terms the bigger the RDI the more difficult the ride. For a current list of the calculated RDIs for the regular BN rides look at the Table 2 on page 5.

Limitation of RDI

The limitation of the RDI is that it does not take into consideration the speed of the ride. This becomes a problem when you participate in any ride with a group of people. Very rarely will you join in a ride with a group of people where the ride runs at exactly the pace you find comfortable. If the pace of a ride is higher

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than what you would normally ride at then you may find the going more difficult than the RDI might otherwise have suggested. It is for this reason we also have the REE.

REE

The REE is derived from the work done by Whitt and Whitney. In their book ("Power and Speed", *Bicycling Science*, Chapter 7, MIT Press, 2nd Ed, 1989) they have a lengthy discussion of both energy and power used in various forms of motion, especially cycling. After making lots of simplifying assumptions, they consider the total energy as being the sum of the energy required to overcome three different resistances; friction, altitude gain, and air resistance – ie:

$$\text{Total energy expenditure} = E_{\text{friction}} + E_{\text{altitude}} + E_{\text{wind}}$$

Now

- frictional resistance is approximately proportional to distance
- energy to gain altitude is proportional to the total altitude gain during the ride
- energy to defeat wind resistance is proportional to distance and the square of the air speed

Expressing this as an equation gives:

$$\text{REE} = K_1 \cdot x + K_2 \cdot x \cdot V + mgh = x(K_1 + K_2 \cdot V) + mgh$$

where:

REE = total energy expended during ride (kJ) x = distance ridden in metres

K_1 and K_2 are constants

V = speed (m/s, not km/h)

m = total mass of bike plus rider

g = acceleration due to gravity (= 9.8m/s²)

h = altitude gain (m)

Of course, light bikes with high-pressure tyres are easier to ride than heavy, upright ones with squishy tyres. Whitt and Wilson allow for this by using different values for the constants, K_1 and K_2 . Similarly, you use more energy to raise a heavier bike and/or rider up a hill than a lighter one see Table 1 (next page) for bike and rider weight assumptions.

For the purposes of the REE calculation we have settled on three basic types of bike.

Mountain bike: On a mountain bike the rider sits almost upright, presenting almost the maximum area in a rather high-drag shape, flat on to the wind with fat tyres pumped up to a moderate pressure.

Hybrid bike: On a hybrid the riding position is similar to that of a mountain bike but the wheels are bigger, the tyres are usually thinner and pumped up to a higher pressure and the bike itself is lighter.

Racing bike: A racing bike has dropped handlebars so that the rider assumes a lower riding position and only presents a small frontal area with a lower-drag shape. The racing bike is also considerably lighter than the hybrid and mountain bikes with very light, high-pressure tyres.

TABLE 1. VALUES OF CONSTANTS FOR DIFFERENT TYPES OF BICYCLE/RIDER COMBINATION

Type of Constants Assumed mass (kg)

Bike	(from Whitt and Wilson 1989)				
	K_1	K_2	Bike (kg)	Rider (kg)	Total (kg)
Mountain	7.845	0.3872	20	70	90
Hybrid	3.509	0.2581	15	70	85
Racing	2.508	0.1916	10	70	80

You can see from the formula that as the average speed of a given ride increases so does the amount of energy you expend on the ride. The result of this is an increase in the overall difficulty of the ride. To give you an example of this, if you were to complete the Olympic Park ride at an average speed of 15 km/h on a mountain bike then you would expend approximately 407 Kilojoules. If you were to do the same ride at an average speed of 24 km/h then you would expend approximately 671 kJs. This shows that the ride done at the higher speed is about half as difficult again as the ride done at the lower speed.

So now with the REE we have a true measure of how difficult a ride will be when the distance, the terrain and the type of bike you are riding is taken into consideration along with the expected average speed of the ride.

In order to get an individual REE for a ride you will need to calculate your own values for bike and rider mass (no cheating!) and to put these into the formula. In the future it is planned to include an REE calculator on the Bike North web site to do all the calculations for you. All you will need to do is enter your individual data and your own personal REE for the ride of your choice will be calculated. In the mean time Table 2 (next page) shows the REE for the regular BN rides calculated using the formula, and the constants and assumptions in Table 1.

Now that you are armed with all this RDI and REE information it should be a simple matter for you to decide if a Bike North ride is suitable for you. It should also help you choose future rides to act as stepping-stones to improve your level of fitness and cycling ability. Over time you will be able to work your way up from the easy to the hard rides and all in small manageable increments.

Bike North Classified

A new free Classified section will be a regular feature of Chain Mail from now. You are welcome to send in a short advertisement if you have anything to sell or want to buy something cycling related. You never know what other members want or what other members might have! You can send your ads to the editors via by post to PO Box 719, Gladesville NSW 1675 or by email to bn_editor@galifrey-tri-ode.net.au.

For sale

Child's Cyclops Dinky (their first wheels!) As new. Hardly used. Mild pink in colour with blue tray on back. \$20. Contact Stuart Swinton on 9260-7737 (W) or 0419-255-479 or sswinton@au1.ibm.com

TABLE 2. REE AND RDI VALUES.

	REE (kJ)			RDI
	Mountain	Touring	Racing	
Olympic Park Ride	407	270	222	3.1407
Exploring Eastwood	442	313	263	3.40275
Concord for Cake	573	381	309	4.44675
Meadowbank to Millenium Markers	543	355	288	4.46783
Exploring Castle Hill	530	357	294	4.7329
Middle Harbour Parks & Foreshores	498	364	313	5.4432
Hawthorne Canal	895	583	464	8.001
Reverse Bobbin Head	846	605	503	8.33
Bays and Foreshores	734	507	423	9.666
A to Z and Beyond	780	557	470	10.7496
Pie in the Sky	1005	692	568	13.09
WW for Coffee	1019	677	550	14.0182
Parramatta (Big Loop)	1186	806	656	16.0654
Chatswood to Surf	957	668	560	16.7444
Down & Out & Up & Back	1466	996	802	18.9864
Akuna Bay Loop	1270	908	756	20.072
Pie in the Sky Extended	1471	1032	848	23.73
Hills and Surfside Cafe (Tortoise)	1438	1002	828	27.8748
Meadowbank to Bobbin Head	1497	1066	888	29.6553
NS Olympic Grand Tour	1456	990	814	31.1253
NS Olympic Spin	1448	998	825	31.9806
Challenge 60	1696	1188	988	42.39
Cowan Calga	2074	1484	1231	46.7158
St Ives West Head	1883	1381	1169	49.518
Akuna Bay	2263	1624	1352	60.014
West Head (Tortoise)	1945	1434	1226	64.5996
Hills and Surfside Café	2825	1980	1619	75.354
Church Point	2881	2053	1695	83.1492
Brunch at Pie in the Sky	2833	2014	1669	91.872
Brooklyn Brunch	3212	2283	1888	109.9818
West Head	3265	2369	1985	128.1408
Challenge 100	3690	2637	2186	147.3408
Challenge 160				349

Wedding Bells

There have recently been two Bike North weddings – our first marriages in six years!

In March, Dominique Bond and Ross Thomas eloped to Kangaroo Island. The couple announced their happy news during their Northern Beaches ride on 20 April over a chocolate mud cake. Although most had an inkling that something was brewing, we were shocked when Dom and Ross announced they had been married for a month!

In April, Angela Saitta and Carl Stackelbeck were also married. We all thought this wedding was the first but ...

Bike North wishes both couples long and happy marriages – may you keep riding together for many years to come. By the way, did we mention that both couples met on Bike North's rides?



How much to eat for a Bike North ride?

Debbie Lilienthal, Accredited Practising Dietitian

Bike North members now have some valuable information to assist them in ensuring that they are adequately prepared for many of the rides. As the rides are being profiled and the REEs calculated [see article above] – members can pack a variety of fuel foods to consume during the rides.

In the last nutrition article, the Glycaemic Index of foods was discussed. Below is an edited list of G.I. foods with kilojoule (and kilocalorie) content per average serves.

Kilojoule content of a variety of foods

LOW G.I. FOODS (G.I. < 55)

APPLE JUICE	250mls	390kJ	(93kcal)
PINEAPPLE JUICE (unsweetened)	250mls	365kJ	(88kcal)
ORANGE JUICE	250mls	495kJ	(118kcal)
RAISIN TOAST (1 slice. No butter/marg)	30g	330kJ	(80kcal)
ADD 150kJ for 1 tsp butter/marg			
APPLE (1 medium)	150g	270kJ	(65kcal)
ORANGE (1medium)	230g	293kJ	(70kcal)
DRIED APRICOTS (5-6 medium halves)	30g	335kJ	(80kcal)

INTERMEDIATE G.I.FOODS (G.I. 55 – 70)

BANANA (1 medium)	150g	365kJ	(87kcal)
MUESLI BARS (Uncle Toby's average)		600kJ	(144kcal)
CAKE TYPE MUFFIN (1 large)	100g	1170kJ	(280kcal)
CROISSANT (1 large)	70g	1170kJ	(280kcal)

HIGH G.I.FOODS (G.I. > 70)

GATORADE	250mls	265kJ	(63kcal)
JELLY BEANS (regular)	10 beans	300kJ	(80kcal)
DATES (4-5 pitted)	30g	345kJ	(83kcal)

So, if you are bound for Concord for Cake, the REE is 573kJ for a MTB, 381kJ for a HB and 309kJ for a RB. This equates to a muesli bar (MTB), 1 banana (TB) or 1 orange (RB). It's not a lot of food. Now if you wait and buy something yummy at Mario's you will have definitely consumed well over the REE for the ride and only need to take fluids!!!!

However if you tackled the BNCC 100km, the REE was 3922kJ (MTB), 2795kJ (HB) and 2304kJ (RB) you would have needed much more to eat and drink over the day – for example MTB 750mls Gatorade, 2 bananas, 20 jelly beans, 1 large muffin, plus 1 muesli bar!!!

If you were really masochistic (there were several teams) and pitted yourself against the 160km challenge and were riding a RB, you would have needed to consume approximately the same amount of food/fluids as those on MTBs on the 100km challenge. However if you were on a MTB you would have needed to add an extra 1500kJ (eg an additional 750mls Gatorade and 2 more bananas!!)

So, now when you are out and about on those bikes and take food and fluids, there is no excuse to run out of energy or become dehydrated. Happy eating and drinking!!!



events!

Are we there yet? (a wrap of the 1st BNCC)

Doug Stewart, organiser –
speedwell74@yahoo.com

It's 4:59pm and the phone call comes in from the Silverwater Checkpoint, "Hi it's John here. Just reporting that the last



Rules and hazards were covered in briefings for each group.

group has reached this checkpoint." I reply, "Hi John thanks for calling in. Does the group realise that they will be in after dark?". John calls to the group, "You'll be after dark, do you want a lift back in my truck?". The reply comes back, "We'll ride, we'll be fine". Then I say, "Thanks John, a good day's work by you and Maria. Pack up and come back here."

Back at the Wahroonga base, a large group of Bike Northerners is waiting. Some are volunteers returned from their outposts, some are riders stretching, eating cake and drinking Gatorade. Some are just plain "tuckered out". All are



Caroline looks on while Mark checks the brakes in the safety check.

enthusiastic that it has been a great day.

A great day so far and there are still three groups not in yet. We can see a headlight shining brightly as Tom shoots down the last hill by the park, with Mark just on his wheel. Tom's touring bike has a dynamo hub and his lights come on automatically when it gets dark. And, as it turns out, a great tool to have on the Bike

North Century Challenge 160 km route.

Climbing up from the Parramatta River, Tom felt a slight resistance as the dynamo light cut in. First through the shadier patches and then on continuously. Great cheers for Mark and Tom as they arrive. That leaves two to go. Then looking along Coonanbarra Road, not quite where they should have been, was

another white light – this time the flashing super bright LED that Col had the foresight to leave attached to his bike.

We knew that Col, Basil and Geoff has passed the last 100km checkpoint and Alana and Liz had come back to the park to wait. They were part of the cheer squad as the riders finally came in. That left just one. Twilight ended as we

packed up the remains of the base checkpoint – and then we spotted them – coming down the final hill. Fran on the trike, Caroline on her road bike, Simon on his mountain bike. Three completely different cycles and different styles of rider, in their aptly named team "Are we there yet?" all collected "Piglet" the eighth and last of the animal stamps. That meant only seven people, in completing 160km, had a full collection of "animals".



The Turtle Dancers set off. Where did they get that name from?

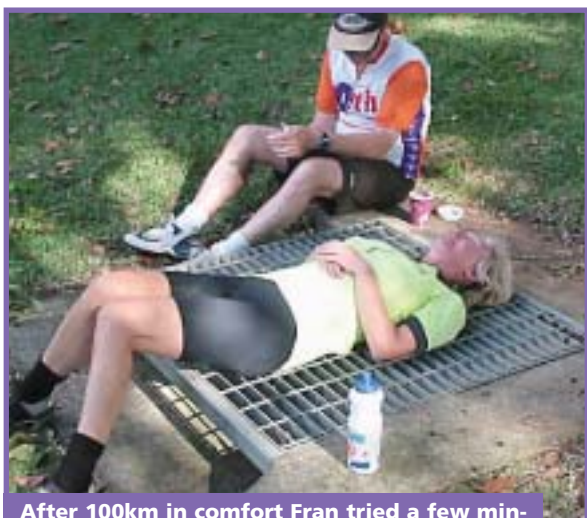
The animals were stamps collected on the back of each riders Ride Guide to show that they had reached the checkpoints which were deliberately spread to the furthest corners on the Challenge Route. Eight checkpoints in all started at Wahroonga, then Galston, Brooklyn, St Ives and back to Wahroonga. That ended the 100km route which contained four major hill climbs and many minor climbs totally 1,440 metres to climb.



One of two tandems on the day. Alister and Liam team with Michael and Matthew.

Given that half of this distance must have been downhill the rest of the route averages nearly a 3 per cent gradient. A pretty tough "metric century". But that's not all. Three riding groups elected to continue down to the Woolwich checkpoint and out to Silverwater before returning up a final big hill to the starting point and "Piglet", which designated the eagerly awaited end to 160km or 100 miles – the old imperial century.

Groups could also elect to do only the second loop and complete a 60km route which in itself contained 675 metres of climbing. Even for those who felt they knew the routes there were still a few



After 100km in comfort Fran tried a few minutes lying on a grate before the last 60km.

surprises. One experienced group completely missed the Galston checkpoint because "we thought it was down the other road", despite the detailed ride briefings and exhaustive cue sheets provided.

Almost everyone commented in some way on the elevated position of the Brooklyn checkpoint, put there of course to provide sweeping vistas for the checkpoint volunteers during the day. The 100km challenger was confronted by a few more just before the St Ives checkpoint, well after everyone thought the major hills were conquered. Although the riding routes were chosen to be difficult there were other challenges as well. With no leader and no sweep, groups were formed with up to four riders each.

Groups were to ride together and help each other when problems occurred. And remarkably few did. There was a blown



Liam gets his last animal stamp added to his Ride Guide

tyre, which had prior damage and a rear derailleur that refused to derail after it had been dropped on that side. There were several punctures which some groups triumphantly repaired.

Two groups, without the benefit of carrying lights, took the wise decision to miss the final checkpoint and made it home before dark.

We had 6 groups doing the 60km loop, 8 groups on the 100km loop and 3 on the 160km. A total of about 5,400 cumulative kilometres were travelled on the 5th of May, which is 30 per cent further than the direct route from Sydney to Perth! Well done everyone.

There were some lessons from the day as well. Groups need to carefully plan their riding day, especially the length of their stops, if they are to finish in good time. Once you are stopped the time passes very quickly. The Muggaccinos (or should I say the "Distinguished Gentlemen from Verona") formula of programmed places and times for stops works extremely well, especially on a long ride like this.

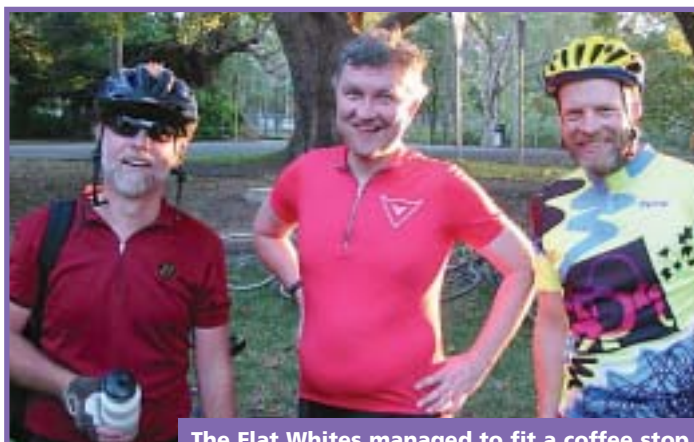
The larger the group the more difficult it is to have evenly-matched riders. It seems to me that three would be the ideal group size. If one drops out (and this did happen on several groups) then two can continue. When riding, the only way to keep close together is to ride at the pace of the slowest rider. The BNCC route has a few sections where a slower rider can gain an advantage by very carefully following behind a faster rider. In other places such as uphill and downhill sections the slow rider might just be best in front.

Although it adds time to the day, those finishing late

appreciated a crowd of well wishers to welcome them home. A suggestion for next time is to pack in your snacks, a jumper and a stool or picnic rug so you can stay around, soak up the atmosphere, tell a few stories and help the other groups home. And of course lights will be mandatory for the 100km and 160km loops in future!

I...hope that everyone has learned from their experiences and is planning for the 2nd BNCC. We certainly are!

Riding in a small group is a great experience and there is plenty of time to learn about the pace of others and to team up and practice before May of 2003. The most important part is to think up team names that will rival some of the great ones this year. We arranged a bike safety check for all participants run by



The Flat Whites managed to fit a coffee stop and still finish 30 minutes before sunset.

Mark Rowling of Turramurra Cyclery. I'm sure that everyone benefitted from Mark's expertise in checking and setting up the bikes for the days ride. Tyres were pumped, suspension and brakes adjusted and even wheels trued. A hearty thanks to Mark for donating his time on the day.

Also, this great day couldn't have happened without the volunteers on the checkpoints. These people started early, had long waits between groups and ended late. And every one of them was supportive and enthusiastic when each group came through. A big round of applause please for Kevin, Troy, Peter, Alana, Liz, Libby, Sheila, Declan, Maria and John. The day was brought to you by your Bike North Executive, with most planning and base checkpoint work by Doug and Steph.

Our really big ride

Fran and Keith Griffin

'Twas a chilly morning and the single figure temperature froze our fingers as we descended to the bridge over the Lachlan River in Cowra. We had not brought much in the way of warm cycling gear, Keith didn't even have a long sleeved jersey. We headed west for a few kilometres, before turning north down the Forbes road. The sun was on our right and warmed our right sides, which meant that Keith's left arm took quite some time to thaw.

We paced ourselves carefully for the long ride ahead – Cowra to Forbes ... and back – but felt comfortable zipping along at almost 30 km/h. Keith led and Fran draughted, this works well with two trikes, enabling us to travel at roughly the average of our natural speeds. The first stop was at Gooloogong, which somebody kept moving (cold mornings tend to increase the need for nature stops). The hot chocolates took ages to make, as the guy in the shop mixed them up, microwaved them, mixed them some more... but they were really good, as were the bananas (no, he didn't have to mix up the bananas).

The next leg of the journey was about 30kms to Eugowra. We had done this once before, in the middle of winter in the rain, when we hadn't appreciated the fabulous scenery. This time it was a gorgeous trip, enhanced by the mid morning light and the fabulously good weather (no wind, sunny, perfect temperature). We arrived in Eugowra feeling pretty good, and stopped for some apricots and nuts, and to fix Keith's flat tyre.

Onwards to Forbes, and we climbed out of Eugowra over a couple of ranges of low hills, then descending onto the flood plain which surrounds Forbes. We zoomed into town with an average of over 26km/h (which is good for a couple of oldies on trikes). Lunch was at a hasty-tasty in the main street, and barely touched the sides, but we decided not to eat too much so as not to feel lethargic in the sleepy afternoon sun.

Back to Gooloogong along the main road was a long flat stretch of almost 60kms. We stopped half way along for a break and some more to eat. Fran was getting sore feet, but a bit of walking on the

rough road surface without shoes had the effect of wearing massage sandals, and the feet felt better for the next 15kms or so.

Again Gooloogong kept moving, the last 15kms really dragged on and we both felt quite low when we got there. For Fran, this was partly because here rear tyre had a slow leak and was getting to that squishy stage. We noticed it in Forbes, pumped it up, then pumped it up again at the midway stop. By Gooloogong it really needed fixing properly however. Those hot chocolates and bananas worked wonders, but we were surprised that the man in the shop either didn't remember us from the morning or was totally disinterested in our epic journey.

We discussed our options and chose to return the way we had come rather than turning off to Billimari. The main road had a better surface and was a few kilometres shorter. Invigorated by our hot chokkies etc, we set out on the last leg of the journey. The legs felt surprisingly good. Perhaps they had got to the stage where the nerve endings were as tired of telling us that the muscles were tired, as these actually were!

A final stop about 15kms from Cowra for more food, foot massage and stretching was all we needed to power (relatively speaking) into town and up the dreaded hill to Fran's parents' place. 197kms, with average speed 25.1 – not too bad! We were anticipating the looks on the faces of Fran's Dad and his brothers, who had tactfully offered to come and pick us up when we got tired, and who were most likely placing bets on what time and from where they would get our phone call.

Dinner was at the club (not recommended!!!) but it did have nice well maintained snooker tables, which we attempted to use in order to stay awake until 8.30. We slept well. The next morning our muscles did feel that they had done significant work.

Our food and drink strategy seemed to work well. We didn't have much control over the before and after nourishment, but during the ride we drank gallons of water and never actually got thirsty. We carried dried fruit, apricot lolly thingies, nuts and anzac biscuits (most appropriate for

the time of year). We supplemented these with bananas, hot chokkies, toasted sandwiches and hamburgers and soft drinks which we bought. In the last quarter of the distance we didn't really feel like eating, but knew we should, and after snacks we felt better and had renewed energy (well just a bit).

Towards the end the feeling of achievement overtook our tiredness and we enjoyed the last kilometres in the late afternoon light, surprised at how good we (thought) we felt. Being a mostly flat ride, it was easy to pace ourselves, and we had to work hard only a couple of times over some longish climbs. We had the most perfect conditions imaginable – gorgeous day, just the right temperature, a very light SW wind which really didn't affect us. At no time did we have to support each other with encouraging words like "keep going dagbrain, it's only 150kms to go" or "are we there yet?", although we did indulge in a bit of "where's Gooloogong gone?".

Tour de Cowra 2002

Keith and Fran Griffin, Debbie Lilienthal

What more could one want? Great weather, fabulous scenery, riotous company, good food, a big choice of roads to go exploring and hardly any cars!

Thirty-seven eager Bike Northers and others converged on the Visitor's Centre in Cowra on Good Friday morning. The plan was to do a nice little 65km warm-up ride, to the west and then south. After the hellos and a ride briefing, the paceline, (or more appropriately, race-line), quickly spread itself out along the Grenfell Road – some of the guys were feeling just a tad competitive in the cool morning air. The rest of us pedalled along, enjoying the scenery, gossiping, getting to



The assembled throng

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know the non-Bike Northers etc, and trying to render ridable the two bikes which spontaneously broke a spoke each.

The first wooden pick-a-plank bridge claimed a victim, no damage done, but subsequent similar bridges were then walked by several people. A regroup and feeding session was in Wattamondara, where we probably outnumbered the locals, and certainly set a record for patronage of the children's playground (there were two in the group whose physical age suggested they were children). Onwards to Mt Collins, with a rest and feeding break to admire the view, followed by some frenzied mud gouging by those of us wearing recessed cleats, we then sped back to town. A hearty lunch was devoured rapidly by the hungry hoards. The evening meal was a BBQ at the home of Fran's parents, and in true Bike North style was a rowdy and intemperate occasion.

Saturday saw cooler weather, with a stiff and cold south-easterly. This was the Hard Day, with 60kms of big hills for the mildly insane and 85kms of even bigger hills for the terminally masochistic. One of the mildly insane managed to miss the turnoff and forcibly became one of the terminally masochistic, much to her credit. The route



On top of Wyangala Dam wall after some big climbs!

was to the south-east, through Darby's Falls to Wyangala Dam, climbing all the way. The vintage car people who had also been staying at Camp Cowra (but not in the definitive style set by Bike North of course) were also en route to Wyangala this day. They pattered and ponged and past us at intervals, mostly with encouraging waves as they crept along just a little quicker than we were going. In

fact, just before the dam there is a sharp climb, on which one rider was holding up a queue of these oldies which were edging to pass. On cresting the hill she quickly gained speed, which the first car was unable to do – it pulled out to overtake, then gave up the chase and took another couple of hundred metres to catch up. Now who ever said bikes (and trikes) were slow?

After crossing the dam wall (that damned wall was not nearly as high as them damned hills on either side!) and surviving the 8km steady climb through some gorgeous bushland, we arrived at the highest point for the whole weekend. The view on either side of the road was just great, beside we could really see why we had suffered all morning! Then the descent – Scrubby Rush Road, and what a rush it was!

Fran at this stage had become separated from those ahead and those behind, and stopped at a crossroad near Woodstock for some nourishment. It was peak hour (about midday really). All the locals chose to drive past at this time, all stopped to ask if she was OK, offer assistance: there would be no difficulty getting help if you really did have a problem out here.

The shorter route included a water hazard, and of course one of the party fell in and had a rather cool and drippy trip back to town. Some of the terminally insane had decided that the route was not sufficiently challenging, and that they really wanted to see Woodstock, so they extended it by about 15kms of extra hills. All three groups, including those who had



A rest atop Mt Collins on Day 1

left town late after emergency repairs to spokes and blown tyre walls, really enjoyed the day's ride and felt a sense of achievement. Hills that you climb and descend are really much more fun than the ones in Sydney that you descend and then climb.

Lunch was again a feeding frenzy at the Visitor's Centre café. Late afternoon was spent filling the legs with Guinness (it was on tap) at one of the pubs, which we then left en masse to cross the road to the Town House for dinner. The locals in the main street cowered in fear as we appeared to be on a serious pub crawl.

We learned the next day that someone had complained about this group of thirty-seven that hadn't booked (we had!) that held up service for their dinner! We had the verandah all to ourselves, and began eating as the sun set, and we commented on how nice the pool below would be on a summer evening. The next morning Mark, who had been staying in this establishment along with a number of others, found one of his shoes floating (fortunately he is roady, not a MTBer!) in this pool. Apparently some of the other inmates, or perhaps the staff, we're not sure, had a bit of time on the sauce later that night. None of the bikes, which had been left outside the rooms, ended up in the pool however. Mark's shoes really must have been on the nose though!

Sunday also had a split ride – all flat – towards Forbes. The shorter route turned off halfway up the only hill of the day, the longer went over this hill for another 13kms to Gooloogong. The peloton of roadies, which included three locals who had seen us riding around, had been very quick, the remainder of us just zipping

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along comfortably, soaking in the crisp morning air and listening to the abundant bird life as we passed. A couple of riders decided to attempt the longer distance as a challenge and did very well, completing the distance with most respectable average speeds.

Close to town was Mulyan winery, which we bypassed after flattening both of Simon's tyres in its horrendous driveway last year. We heard later (Fran's aunt works there) that a group of six cyclists visited this winery recently, partook of the wine tasting and snacks, only to discover twelve flat tyres on their departure! All was not lost for us though, as River Park Winery had invited us to a tasting that afternoon. We arrived and indulged in some very nice wine, grapes and savouries, and had a most relaxed afternoon in their very green and luscious grounds amongst the vines by the river.

Monday sadly was going home day, so the ride was just a short 45km sprint through some rather attractive hilly country. Graeme set a proper peline going for those who wanted the experience, and after some initial messy stuff, it motored along in a very orderly pair of lines terminated by Caroline on the tag-along and Keith with the camera. It lasted this way until a few kilometres out of town where there was a significant climb. Leon didn't feel like hanging around here, and bolted with speed we had not previously seen from him. Mark on his super-light road bike took after him and passed him on the climb.

Keith had been caught behind the bunch as each rider took note of Coach Graeme's words "change down to a sensible gear and take it easy on the climb". The clicking of those gears at the same time spurred Keith on and he managed to break from the now somewhat untidy peloton to catch the breakaway riders on the climb, passing them at full sprint and claiming the top of the weekend's final ascent.

The final pit stop at the Visitor's Centre was full of planning suggestions for next year, tall tales of what had just happened, and the usual goodbyes. Some lucky people were just starting their holidays, Debbie was off for more adventures, Yaffa and Geoff were doing the Big Ride, as was Richard who rode to Forbes the next day to meet the bus. He had already ridden to Cowra via Canberra, (just out for a quick tour you know!) and apparently just kept riding at the end of the Big Ride too. [The whereabouts of Richard is still unknown at the time of publication – Ed]

As a Bike North event the Tour de Cowra was a great success. All who came had a great time and many achieved some personal cycling goals. There were distances to suit all the riders, and the policy of *ride at your own pace and be self-sufficient* worked well. The camaraderie after the rides was great, and the Visitor's Centre café staff commented on how nice we all were and are looking forward to having us come back next year.

Camp Cowra

Camp Cowra (aka the Bike North camp at the Cowra Park) was located on the banks of the Lachlan River – just a mere several hundred metres from the morning meeting spot at the Information Centre in Cowra. In addition to the campsite, there are also some rather nice cabins although these were booked out by the classic car club.

The early birds arriving late Thursday afternoon set-up camp in the pouring rain! Most of us scored grassy campsites occupying a large semi circle of the camp.



Coach Graeme encouraging his excellent peline to catch the rabbits up ahead

Robyn and husband Peter were set up in style in their campervan; then there were Caroline and son James; the Houghton family (Ian, Caroline, Andrew and Michael) on a test run for the Big Ride; the *Taj Mahal* occupied by the Spencers (Wayne, Louise and young Kimberly); and Coleen who borrowed Richard's tent, as she discovered that she didn't have the tent poles – one husband was to receive a severe reprimand when she returned to Sydney!!! And where did Richard kip, I hear you say? Comfortably in a motel with Simon and Graeme – he HAD ridden from Lithgow! Dale was also on a test run for the Big Ride (needed assistance setting up her tent!); Rene arrived from Condobalin to join us for the long weekend; Geoff Shearn snuck in VERY late after hitching a ride with Max (well, Doug and Steph), Carolyn and Debbie had two campsites which they organised into palatial quarters sporting ample undercanvas/tarp storage space for bicycles etc – the bedrooms were rather small though. Being entrepreneurial, they sublet part of their holdings to Adam and Annemarie who had unfortunately scored a rather "pongy" campsite. And last but not least, the Goulds (Geoff and Yaffa) arrived early Good Friday morning (weren't expected until Easter Saturday – just can't keep Bike North members down especially when preparing for the Big Ride!) and they set up camp across the road from Dale and Rene.

Happenings at Camp Cowra: Kimberly just **had** to check out all the Bike North campsites with Dad in tow; multiple Easter bunnies – one sighted sporting a beautiful set of bunny ears; Geoff Shearn paid an unexpected visit to the ladies amenities (accidentally he says) – *can I have a peek?*, he was heard to say the answer from those of us in the showers was a resounding **NO!**; one Mum observed driving to Maccas each morning to buy breakfast for ???.

All in all Camp Cowra was a great spot to be – beautiful hot showers to be had after a gruelling day in the saddle; being woken by the kookaburras laughing each morning; the convenience to the morning meeting place; and we were in walking distance of our dining spots at night – with the exception of the BBQ at Fran's parents home. The one down side was some noise at night (from a local pub one night and the trucks trundling over the bridge).

A return visit to Camp Cowra next Easter is on the cards for many of us – so book in early if you haven't been, to experience a weekend full of fun, friendship, lots of laughs AND a little bit of cycling in true Bike North style.

Cycling Holidays

2002 RTA Big Ride – Manilla to Walcha

Caroline Houghton

The Big Ride this year went from Manilla to Walcha (600 km) over nine days. Sounded like a good ride but with two kids too – you must be joking!

We didn't know what exactly to expect, as we hadn't been on a Big Ride before. The rumour we'd heard was that plenty of other families went last year, so we thought: *what the hell, lets do it together.*

We decided that, for maximum efficiency, I (Caroline) would take Andrew (aged 6) on the tag-along and my husband, Ian, would take Michael (aged 4) on a kiddy-seat, plus the panniers for the raincoats fleeces, munchies, spare tubes etc.

Ian was quickly broken-in to an early start routine. After driving from Sydney to Manilla arriving around midnight, unpacking, and setting up the tent, he got up at 4 am to drive to Walcha to leave the car there, caught the shuttle bus back and re-joined us just after breakfast at 8:30am.

The riding on the first day was very pleasant. A 43 km pedal in the park, so to speak. However, there seemed to be very few children actually riding – apparently, a lot less than last year. We later counted 3 other *riding* children under 7, out of 1,400 riders. All 3 were towed by strong male cyclists (in a tag-along, a seat and a trailer, respectively). We were the only couple taking 2 children in tow, and I was the only female towing a child.



The Start

Being slower than average, we felt we had to get going early. The process was as follows. Get up about 5 am in the dark, pack our sleeping bags, roll and stow the 4 thermarests, and extract the reluctant boys from their sleeping bags. Pack our wet tent and everything

into our four storage bags. Breakfast at 6 – join the fastest moving queues I've ever seen, wash up, strip off excess clothes and plaster on the sunscreen. Take the bags to the luggage trucks.

We had a minimum amount of gear (13kg per bag) because we had to be able to carry 2 bags each to the luggage trucks each morning and afternoon. We usually managed to get away 2 hours after getting up. It was almost a relief to be on the bike!

Riding conditions were great every day with no rain, very light breezes and varied scenery. On a few days it got quite hot after around 11 am. Ian cut down on the duration of my morning rest



The Bike North contingent

stops

on some of these hotter days. I thought at the time he'd done this to get in earlier and avoid the heat himself, but he now tells me he wanted to protect me from getting too tired riding up steep hills in the heat of the day.

With children in tow it is difficult to match speeds with other cyclists. The load made me very slow up the hills. By contrast, I was quite reasonable on the flat, especially when wind-shadowing Ian and we overtook just about everyone on the downhills – all except the *braver* tandems. My top speed was 76.9 kph. Andrew developed a new super-streamlined tuck position. We kept leap-frogging Joan, and saw her many times almost every day on the road.

We usually got in between 3 and 4 pm – my condition at the end of the ride varied between quite tired, and exhausted. Then it was – find our bags, find a place to camp and set up the tent. The general camping area was very crowded by the time we arrived with no room for the boys to play so we tended to camp further away in the volunteers area, with a bit more space around us (which also meant carrying the bags further). After setting up camp, getting changed, entertaining the boys and having a hot cuppa, there was sometimes (but not often) time for a shower but never a lie-down.

The organisation of the ride was like a miracle. The toilets/showers were in 6 custom built semi-trailers. There were 6 police motorcyclists, who effectively closed roads, only allowing cars past in escorted convoys on the other side of the road. We were shot at by a passing policeman (admittedly, it was a water-pistol).

6 pm was dinner time and all the meals were great. Somehow they managed to serve something that we and the boys all liked every



Richard proudly displaying our flag

time – something I struggle to do at home! Sometimes I managed to stay awake until the 7.30 briefing and even managed to catch up with other Bike Northers – Yaffa and Geoff Gould, Dale Amir, Joan Kerridge, Kate Lamb, Richard Vagg, Tim Scott, Anne and Geoff Gibbons. We rarely made it to the after dinner entertainment.

Day 7 was the *sporting one*, with a distance of 102km from Bundarra (660m) to Guyra (1320m). We started early and kept our breaks short but by lunch time it was telling on me – my shoulders and arms were aching like they never had before. Lunch was spent with icepacks on my back. We heard rumours that the first sag-wagon coach was full and they were

sending 2 more coaches to collect more – would I be on it?

The hills got worse after lunch but my training rides to Akuna Bay paid off as I didn't have to walk any of them. Afternoon tea was spent with more ice on my back. Eventually I hauled myself to the finish at 3:15 pm, and collapsed next to the bicycle. Ian got the bags, fed and watered me, and the glazed-look slowly left my eyes he says, and after only about an hour I could sit up (slightly exaggerated, but you get the idea). It had lived up to its reputation as a *challenging day*. Despite my exhaustion, it was very satisfying to finish it without using the sag wagon.

Ian found it relatively easy, travelling at my pace that day. He found himself getting stronger every day, while I was getting progressively more tired. We expected this, but there was no easy fix.

The following day was 80km or so of mostly downhill, with a section of dirt road. Great views, and much easier for us. On our last night we went out, partaking of the laid on entertainment in Uralla, listened to the live rock band, the boys rolled down the banks with the local children, and watched the juggling act.

Did we enjoy it? This is what Andrew wrote in his journal: *I like the ride. It's wonderful to see the flags are waving and the tents are gleaming. I just love it and I am in front of the food placs. And I got bitn [sic] by a wasp and I did not like it not one little bit. Owwww owwww owwwwww.*

Ian is already talking about next year and I guess I won't say no.



The Finish

MAKING CYCLING BETTER Advocacy

F3 to Sydney Orbital Link Study

The Federal Government has commissioned and funded a feasibility study into a connection between the F3 and the Sydney Orbital. The New South Wales Roads and Traffic Authority is coordinating the project and has commissioned Sinclair Knight Merz to undertake the study.

What does that have to do with bikes? Suffice to say that the Sydney Orbital project itself will include a 40km cycleway estimated to cost \$59m and the target area of this study covers a huge black hole in BikePlan 2010.

For further information of the study reference <http://commcons.skm.com.au/f3tosydneyorbital/>

In response to the F3 to Sydney Orbital Study Bike North is creating a new project group to lobby for corresponding bicycle facilities. This will be a long term project most likely involving a number of people over the years. As Bike North will be leveraging off our experience on earlier projects such the Lane Cove Tunnel this is an excellent opportunity to get started on an advocacy experience. The project will include member(s) of the exec but we also want some new faces on the team.

Interested?? Talk to me on a ride, phone or email.

Carolyn New • Advocacy Officer • 9438 1903 •
carolynn@ihug.com.au

WORKING GROUPS

Hornsby

Graeme Edwards 9476 3624 graeme@idx.com.au;
Kevin Mason 9868 2904

For some time now the Hornsby Working Group has played an active part in the Council's Sustainability Indicators for the shire. The initial indicators are now identified and Council intends to hold a special event to launch the indicators and to educate the local residents of this.

The launch date is tentatively set for Sunday, September 22 which also happens to be the first weekend of Bike Week. Bike North will be present on the day to explain our sustainable transport indicators. We will also have a number of different types of bikes on display and we will be providing information on planned and existing cycling facilities in the shire. You can help us on this by letting us know about your favourite or preferred cycle route to get from A to B in the Hornsby Council area. Please e-mail or phone Graeme to let us know about your cycle route you use to get to the shops or to the station, school, local shops or your workplace. These routes may be an ideal route that (until now!) no-one else knows about. We will collate this information and use it on the day to let people know of practical routes around Hornsby shire as well as the existing and planned facilities.

We are also looking for people to assist in some activities before the event and on the day, so please let us know if you feel you would like to help out or if you want more information on any cycling-related issue in Hornsby.

Ku-ring-gai

John Watts 9144 7656; jonmar19@ozemail.com.au

Current Bicycle Projects

We last reported that Ku-ring-gai Council had assured us that all bicycle projects for which the RTA had approved 50/50 funding would be completed this financial year. This funding involves an expenditure of over \$100,000 by council, with the same amount contributed by the RTA. Ku-ring-gai Council are to be warmly congratulated on making such a significant investment in local cycling. These projects must be completed by 30 June or RTA funding will be lost. Our latest advice is that not all projects initially envisaged will be completed although they intend to utilise the whole of the allocated funding.

The highest priority project is construction of a shared pathway running parallel to Ryde Road between De Burghs Bridge and Yanko Road. This was to be the last stage in a low-stress cycling link between Bicentennial Park in West Pymble and Lane Cove National Park and hence to the larger network of cycle routes in that Park and also throughout Ryde Council. You may remember that the Yanko Road Cycleway was completed last year.

Council advised a few months ago that there are difficulties with a narrow section of the pathway along Ryde Rd and that a retaining wall would be needed to extend the width of the path over land belonging to the Lane Cove NP. Representatives from the RTA indicated that further funding was quite feasible to build those walls provided Council indicated exactly what was needed and how much it would cost. Unfortunately, Council did not come through with that detail in sufficient time and also were too slow in communicating with the National Parks and Wildlife Service, who require a Report on Environmental Factors (REF). The outcome is that Council have now decided to build the pathway from De Burghs Bridge as far as the Armco railing. Within the final missing section, Council will clear the some vegetation so as to investigate the site and determine more accurate costing estimates. Where possible, Council will put down a temporary asphalt path.

Another proposed project – a shared pathway along Link Road, St Ives has been “*de-committed*” and we have not been unable to ascertain why. This is disappointing as it would provide a continuation of the existing shared pathway from St Ives High School. On the other hand, work on the shared pathway along Killeaton St, St Ives is planned to commence in June with preliminary clearing now in progress.

Money not expended on de-committed and modified works is to be reallocated to the final project, widening the shoulder along Bobbin Head Road between Burns Road and the Pacific Highway to provide a bike lane by the end of June. Due to the high drop off from the side of the road, there does not appear to be a great deal of scope for these shoulders without significant engineering work so we need to closely monitor these bike lanes as they are built.

Grosvenor Road, Lindfield

Ku-ring-gai Council recently installed a set of chicanes along Grosvenor Road, Lindfield. These are intended to slow traffic by narrowing the road but they also create a squeeze point where cyclists must merge with motorised traffic. This is particularly dangerous for the uphill cyclist as their speed differential is far greater. This road is an access to the Ku-ring-gai Campus of UTS which is used by many cyclists including our members. It is also an important link between the Lane Cove NP and the Pacific Highway at Lindfield.

We reported our concerns to Council but they have so far responded that it is in accordance with Austroads 14 which states for slow points that “*cyclists are generally expected to share the road space with motorists except where a road is very wide it may be possible and desirable to provide a by-pass of the device.*” Council says it has “*reviewed the design with cyclists in mind but have found the road too narrow to provide an effective device and also include a suitable cyclist by-pass.*” The Council also states that Grosvenor Road is “*not a designated cycleway in Council's Bicycle Transport Plan*” and considers that the “*disadvantages are outweighed by the traffic control advantages provided for the rest of the community.*”

Bike North responds that we do not consider devices that create squeeze points for cyclists are appropriate on any road, let alone a hilly road that provides access to a major educational institution. Furthermore there are alternative devices that could have been employed to slow the traffic and also provide better safety for bicycles in this hilly terrain such a straight road narrowing with a separate bypass for bicycles. The exclusion of Grosvenor Road and the access it provides to UTS is a severe deficiency in the local Bike Plan, a plan that needs review as recognised by Ku-ring-gai's own Road Safety Plan. Although we have requested this review for many months, Council's response thus far is that “*there are no current plans for a formal review.*”

With respect to Austroads 14, it also states that in two lane slow points “*motor traffic speeds remain at a reasonably high level*” and that these are examples of c 14 is useful but it has its limitations and even the RTA recognises this to the point they are producing bicycle guidelines to augment these standards.

Please write to Ku-ring-gai Council to have these issues resolved.

Email: kmc@kmc.nsw.gov.au

Postal: Locked Bag 1056, Pymble NSW 2073 Fax: 9424 0880

Ryde

Wayne and Louise Spencer 9874 6977; W-L_Spencer@rocketmail.com

Ryde group held a meeting on Friday, 6 May 2002 with Advocacy Officer Carolyn New to review Bike North's draft submission to the Roads and Traffic Authority on the proposed design of the Eastwood to Concord Rail Trail – which is included in Bikeplan 2010. Carolyn had produced a comprehensive 18-page draft document which specified Bike North's design requirements for the Rail Trail; discusses options for the route of the Rail Trail and provides recommendations. This document follows on from Bike North's November 2001 site inspection with RTA and Ryde Council representatives.

Among the issues that that the RTA still has to deal with are: how to cope with pedestrians using the cycleway; and whether we need signalised crossings at road intersections.

On another front, the Darvall Park cycleway in Denistone (connecting Chatham Road to West Parade) is a pleasant and safe off-road cycleway within a leafy corridor. It was constructed in 1998 but leaf litter had built

up considerably since and the path is in need of some clearing. Please write to Ryde Council and ask for this cycleway to be cleared.

Hunters Hill

Alister Sharp 9879-3664; jollshar@zeta.org.au

Late last year Hunters Hill Council adopted the Bike Plan prepared by consultant Contessa Hajinikitas (Cycle Planning), but it will be some months more before the first new facilities for cyclists appear.

In the meantime, Council has taken cyclists' needs into account in revising the layout of Ryde Rd near Boronia Park. This stretch of road is especially dangerous to cyclists because the traffic is often fast, and the gentle bend encourages vehicles travelling towards Gladesville Bridge to *cut* the corner just where cyclists travelling to Pittwater Road like to turn right, to ride the quiet back streets of Boronia Park. This stretch of Ryde Road will be *calmed* by median strips and lane markings, and will also acquire a central refuge to help pedestrians cross the busy road to the park.

Hunters Hill will also host its annual Moo Festival on Saturday August 3. Please see below for details.

Bike North clothing

At last, we are in the process of changing the way that Bike North clothing is ordered and distributed.

We have enlisted the help of Turramurra Cyclery to place our clothing orders to Cannibal. The good news is that the price of our clothing will remain well below retail prices AND, with this new way of ordering, they will arrive much quicker than previously. In addition, you will be able to order more often due to smaller batch sizes. However, the downside is that your clothing will need to be paid for and collected from Turramurra Cyclery (there will not be no longer be posting/distributing, like the previous orders).

Now is your opportunity to get in the groove with a new set of gear!

In addition, to the short-sleeve jersey and knicks which we have offered previously – now you could order a long-sleeve or sleeveless jerseys!

PRICES (including GST)

Long sleeve jersey	\$90.00
Short sleeve jersey	\$80.00
Sleeveless jersey	\$75.00
Knicks	\$60.00

SIZES AVAILABLE

Men	Jerseys – M-XS, M-S, M-M, M-L, M-XL, M-XXL Knicks – M-XS, M-S, M-M, M-L, M-XL
Women:	Jerseys – L-XS, L-S, L-M, L-L, L-XL Knicks – L-XS, L-S, L-M, L-L, L-XL

Please note that the sizes in general are on the SMALL size and are intended to be very tight fitting. Please check with other members if you are unsure of the correct size to fit you.

Everyone who has previously placed an expression of interest for clothing, **please contact** Debbie Lilienthal (our Clothing Co-ordinator) to reconfirm the clothing required and size before Friday, 14 June. I will be liaising with Turramurra Cyclery regarding this order and will be providing them your names and clothing requirements.

Debbie Lilienthal • Clothing Co-Ordinator • 9954 3301 •
dlilienth@doh.health.nsw.gov.au

Diary Dates

Cycling Mongolia film – Friday, 14 June

The Bike North general meeting in June will feature a showing of *Cycling Mongolia*. This documentary is a spectacular portrait of five Australians and their personal journeys as they cycle across the mystical backdrop of Mongolia – so, don't miss it.

The meeting will be at 7.30 pm on Friday, 14 June at the Macquarie University Gymnasium upstairs meeting rooms. The best access to the Uni gym is from Culloden Rd near the corner of Waterloo Rd. Please remember that a fee applies for parking in the Uni grounds.

The Moo Festival – Saturday, 3 August

As in previous years, Bike North is taking part in Hunters Hill's Moocooboola Festival this year. This year's date is Saturday, 3 August. The traditional Moocooboola Parade is still in doubt because of the Police policy of charging for supervising parades on public roads (last year the parade was reduced to short trip down Mount Street, and we chose not to participate).

The format of this year's Moo Festival will be similar to last year's. The festival will be held on the water-front oval of Hunters Hill High School, at the foot of Mount Street, and Bike North will have a stall with brochures, display boards, and *interesting* bikes on display. Hunters Hill High is pleased to host the Moo Festival because it is still fighting the Education Department's proposal to close the school at the end of the year so it can be sold to property developers.

If you would like to volunteer on the day please contact Alister Sharp 9879-3664 or jollshar@zeta.org.au. We will be updating you on further details about the Moo Festival in Bike North weekly email news.

2002 Annual General Meeting

The 2002 Bike North AGM and picnic will be held on Sunday, 25 August. Apart from usual AGM business, we will also hold our now famous wacky races. Write this date in your diary and come along for the fun!!! The location and further details will be advised in the next Chain Mail.

June

Date: Saturday 1 June to Sunday 2 June

Ride: Shoal Bay Shuttle

Grade: M Distance: 60/km

Contact: John Williams 9988 4478

Starts at: Unsupported weekend tour. Catch train at Hornsby for trip to Newcastle, then a 5 min ferry trip across the Hunter and we're pedalling. Flat ride at an easy pace. Overnight at YHA, camping area or other – you choose. Limit 20, phone for details.

Date: Sunday 2 June

Ride: Reverse Bobbin Head and Extended Pie

Grade: H Distance: 75km

Contact: Keith and Fran Griffin 9614 0777

Starts at: 7:30, Eastwood stn west side. Ride up Kissing Point Rd to Turramurra, then through Bobbin Head, up the other side, along the Pacific Hwy to the Hawkesbury bridge. Then turn around and climb the hill for morning tea at Pie in the Sky. Return to Eastwood via Hornsby, Turramurra and Browns Waterhole.

Date: Saturday 8 June

Ride: That Concord Cake Shop

Grade: E Distance: 30km

Contact: Michael Chow 9874 1461

Starts at: 8:30, Meadowbank wharf. Ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee and cake. Ride back to Meadowbank a different way.

Date: Saturday 8 June

Ride: Rail Trails and All That

Grade: M Distance: 60 km

Contact: Kevin Mason 9868 2904(H)

Starts at: 7:30, Eastwood stn west side. Ride two Rail Trails and the PVC to Liverpool and return with the all important coffee stop included.

Date: Sunday 9 June

Ride: Pie in the Sky

Grade: M Distance: 40km RDI: 13

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.

Date: Sunday 9 June

Ride: Brunch at Whale Beach

Grade: H Distance: 75 km

Contact: Phil Johnston 9312 3319(W)

Starts at: 8:00, Carpark Mona Vale Rd opp Stanley St St Ives. . Fast ride via Terrey Hills, Church Point and Newport with brunch at Whale Beach.

Date: Saturday 15 June

Ride: Reverse Bobbin Head

Grade: M Distance: 25km

Contact: Keith and Fran Griffin 9614 0777

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: Sunday 16 June

Ride: Ride Meadowbank to Millennium Markers

Grade: E Distance: 25km

Contact: Jenny Hart 9816 2968 (h)

Starts at: 7:30, 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 16 June

Ride: Akuna Bay Loop

Grade: M Distance: 40 km

Contact: Ian & Caroline Houghton

Starts at: 9:00, Car park, Mona Vale Rd opp Stanley St St Ives. Travel the loop to Akuna Bay Marina for a guilt free morning tea, then tackle the two splendid hills to work off all the calories gained at the marina. Another café available at the end to satisfy the starveling waifs.

Date: Saturday 22 June

Ride: Big Loop to Lane Cove Park

Grade: M Distance: 45 km

Contact: Keith and Fran Griffin 9614 0777

Starts at: 8:00, Eastwood Station. Ride up to the corner of M2 and Pennant Hills Rd on quiet backstreets, down the M2 to the river park and return to Eastwood via Macquarie Uni.

Date: Sunday 23 June

Ride: Balmain Greenwich Special

Grade: E Distance: 25 km

Contact: Carolyn New 9438 1903

Starts at: St Leonards stn concourse. Ride via the city to fascinating Balmain, pausing for a delicious morning tea. Explore Birchgrove, then catch the 3 minute ferry to Greenwich for the return journey via Wollstonecraft. Limited numbers, ring for details.

Date: Sunday 23 June

Ride: Little Italy

Grade: M Distance: 40km

Contact: Ross Thomas 9481 0724(H)

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

Date: Sunday 23 June

Ride: Peats Ridge and Somersby "Bellbirds"

Grade: H Distance: 125/km

Contact: Phil Johnston 9312 3319(W)

Starts at: 7:50, Hornsby stn Jersey St or Cowan stn. with stops at Mt White (2), Somersby, Pie in the Sky.

Date: Saturday 29 June

Ride: Two Bridges

Grade: E Distance: 25km

Contact: Keith & Fran Griffin

Starts at: 8:00, Meadowbank Wharf. Cross John Whitton Bridge and follow the cyclepath to Bicentennial Park. Explore backstreets leading to Ryde Bridge including coffee stop and return to Meadowbank

Date: Saturday 29 June

Ride: Eastwood to Cronulla

Grade: MH Distance: 90 km RDI:

Contact: Kevin Mason 9868 2904(H)

Starts at: 7:30, Eastwood stn west side. Cross the Parramatta river and join up with the Cooks river cycleway to Botany Bay. Wend our way round to Cronulla, returning a similar way. Refuelling stop included.

Chain Mail

Date: Sunday 30 June
Ride: A to Z and Beyond
Grade: M Distance: 35 km RDI:
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: Sunday 30 June
Ride: Brunch at Brooklyn on the Pier
Grade: H Distance: 85/55 km RDI:
Contact: Phil Johnston 9312 3319(W)
Starts at: 8:30, Turrumurra stn NE side or 9:10am Hornsby stn Jersey St or 9:40 Berowra stn. Brisk paced ride with coffee at Brooklyn and Pie in the Sky.

July

Date: Sunday 7 July
Ride: Bays and Foreshores
Grade: EM Distance: 35 km RDI: 9.6
Contact: Geoff Gould 9880 7847
Starts at: 7:40, Meadowbank Wharf. Ride to Gladesville Bridge, then follow the bays and foreshores around to Concord for a coffee stop.

Date: Sunday 7 July
Ride: Cowan to Calga
Grade: MH Distance: 60km RDI:
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: Saturday 13 July
Ride: Olympic Park Ride
Grade: E Distance: 25km RDI:
Contact: Michael Chow 9874 1461
Starts at: 8:30, Meadowbank wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

Date: Saturday 13 July
Ride: Ryde Around Ryde
Grade: M Distance: 40km RDI:
Contact: Ross Thomas 9481 0724(H)
Starts at: 8:30, Meadowbank wharf. Climb the hill to Eastwood, then through Macquarie Uni and the back streets of Ryde. Cross the river to Concord for coffee and treats. Moderate pace

Date: Sunday 14 July
Ride: Akuna Bay
Grade: H Distance: 70km RDI: 60
Contact: Keith & Fran Griffin
Starts at: 7:30, Eastwood Station (west side). Ride out via Turrumurra, St Ives and Terrey Hills. Morning tea at Akuna Bay and return

Date: Saturday 20 July
Ride: St Leonards to Historic La Perouse
Grade: MH Distance: 60km RDI:
Contact: Joan Kerridge 9909 8925(H)

Starts at: 8:00, St Leonards stn concourse or pre-arrange for pick up point. Cycle over Harbour Bridge, through CBD to Oxford St and Centennial Park. Pass through Eastern Suburbs with ocean views to La Perouse. Return via Botany, Kensington and the Quay to the start with a coffee break enroute. Pace moderate.

Date: Sunday 21 July
Ride: Ride Meadowbank to Millennium Markers
Grade: E Distance: 25km RDI:
Contact: Jenny Hart 9816 2968 (h) 0418 245 423 (mob)
Starts at: 7:30, 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 21 July
Ride: Brunch at Church Point
Grade: H Distance: 90 km RDI:
Contact: Phil Johnston 9312 3319(W)
Starts at: 8:30, 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 27 July
Ride: Pie in the Sky.
Grade: M Distance: 40km RDI: 13
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.

Date: Sunday 28 July
Ride: Olympic Bridges Grand Tour
Grade: M Distance: 60 km RDI:
Contact: Carolyn New 9438 1903
Starts at: 7:30, Chatswood stn west side. An easy paced ride via Lane Cove NP and M2 to Eastwood and Meadowbank, then cross the river to Olympic Park. After a visit to Concord's famous patisserie, return to Chatswood via all of the bridges from Gladesville to the Harbour.

Date: Sunday 28 July
Ride: Bikes Boats and Trains
Grade: H Distance: 100/km RDI:
Contact: Phil Johnston 9312 3319(W)
Starts at: 8:30, Turrumurra stn NE side or 9:15am Hornsby stn Jersey St. A quick pedal to Brooklyn for ferry (\$10 fare) to Patonga, cycle to Woy Woy, catch train to Brooklyn (\$4 fare), then ride to Hornsby. ETR 3:20pm or Turrumurra 4:10pm.

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.