

Cycling for Transport

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My commute

Jo Clendon

I first tried riding to work a few years ago whilst working in North Sydney (I live in Hornsby). I tried the Bike Bus! Probably not a recommended way to first try commuting. It was a little fast and furious for me, and the Pacific Highway is a scary place. Despite being assured my building had showers, they were not to be found, and I ended up paying to shower at the local gym.

In June last year, with Mark Grimmond's help, I ventured in bicycle commuting again. This time riding from Hornsby to Rhodes. Mark's assistance in showing me a safe and friendly route (key!) was essential. As was the ability to take my bike home on the train, thus easing into the distance (25 km one way).

Showers, bike racks and a good place to stretch were vital to my decision to give commuting a go. My main motivation was to improve my fitness and get "dual use" out of my commuting time. After several months I had progressed to riding both ways (50km) twice a week.

Late last year my work moved to North Ryde. Problem - no train line handy. The nearest one is Chatswood, up Fullers Road, and I do not fancy the hill or the looks of well dressed commuters on a packed train faced with my dirty bike. The ride home is hard - mostly uphill. And the new route has me riding on the M2, something that is much better than I anticipated, but requires a whole new set of skills to manage the exits and entrances.

Unfortunately the move to North Ryde was closely followed by my knees giving out on me. So now I am off the bike completely, giving

longing looks to the commuters who pass me as I sit in traffic in my car. My knees are affected by an overuse injury. As I never considered myself to be "training" I did not keep a training diary, but I now wish I had.

Practicalities

When people find out I ride to work (or did) they act like I have just flown from the moon! They have all sorts of questions, and I think these are good to consider, especially since not as many women seem to commute by bicycle. What do you do about clothes and showering? What about the traffic? How do you find the time?

Clothes & showering I figured out by trial and error about keeping shoes, clothes, toiletries, spare towels, hairdryer and other essentials at work. My colleagues tolerate all these items being kept in a huge bag under my desk.

Traffic That is where route sharing and buddying comes into play. I can't emphasise enough the huge value of being "shown" my route by Mark. I don't think I would have found it without it. People, myself included, often do not realise the "back road" options, such as Browns Waterhole, that are available to cyclists.

Time People often have an unrealistic idea about how long it actually takes to cycle. For example, people often expect that my 20 odd km would take longer than an hour. Also, people often do not make the association between time spent commuting to work by car, train or whatever and time spent on a morning walk or ride, going to the gym or doing other exercise. When you point out the advantages of combining the two they are usually pleasantly surprised.

Visiting the M5 Ligfietsen factory

Alister Sharp

They're called "Liegeräder" in German (meaning literally "lying-down bike"), in the Netherlands, they are "Ligfietsen", and the Americans just call them "bents". What distinguishes recumbents from conventional, "upright" bikes is that the frame is a long beam, with the pedals in front, and the riding position more or less laid back. In practice, the riding position varies greatly, from the "sit-up-and-beg" configuration of some American designs to the "low-frontal-area-at-any-price" Dutch low racing recumbents. Fifteen years ago recumbents tended to be very long, with high, mesh seats, and a small front wheel way out in front. More recently the wheel base has reduced to that of an upright (or "wedgie") bike. Most recent developments in recumbent design have come from Germany and the Netherlands, and have resulted in shorter, sleeker bikes, with increasingly sophisticated suspension systems. Recumbents need either suspension or very fat tyres, at least on the rear wheel, because you can't 'un-weight' over a pothole, as you can on a "wedgie".

generally a tailwind. However, I hadn't reckoned on needing to grow a new set of muscles to cope with the new riding position of the M5, so it was challenging enough.

I've been riding a 15-year old, long wheelbase recumbent (a Peer Gynt from

Germany) for 6 or 7 years. It is pretty comfortable, with rubber-block rear suspension, and I love its Magura hydraulic rim brakes, but it is a little unwieldy on city streets, and the length is definitely a problem for transportation (both on trains and in a car) and at home. Which is only part of the reason that for some time I've been harbouring a desire



Daffodil is now ready to leave the "nursery". The Top Bag is in place on the rear rack, but the Side Bags are still being packed

for a nippy, light, short wheelbase recumbent. Preferably a yellow one! I had narrowed my search down to a handful of Dutch and German makers, and chose the Dutch maker, M5, who seems to be at the forefront of recumbent innovation. The name comes from their slogan: "Meer Meter Met

Minder Moiete" - "More Distance With Less Effort", or, less literally, "Makes Much More Marvellous Miles". So naturally my first stop in the Netherlands was the M5 works, in the Zeeland provincial capital of Middleburg.

M5 was started 19 years ago, when Dutch recumbent enthusiast Bram Moens was out of work, and decided to see if he could make a living building recumbents.

Bram (pronounced "Brum") had trained as a designer, and has an interest in bikes that are light, fast, and attractive.

Bram looks like a Dutchman - tall, lean, and fair, with a long face. He is a very fast Dutchman, and builds very fast recumbents, and the M5 website (<http://www.m5-ligfietsen.com>) boasts seven world records, some ridden by Bram himself. Currently much of the M5 development effort goes into the use of carbon fibre and titanium to reduce weight and improve the aerodynamics of the M5 'low rider' racing recumbents, not just tail fairings and full fairings, but also streamlined single-sided front forks, and handlebars.

M5 produces a wide range of recumbents. Some have large (700C or 26") rear wheels, some small (20", either ETRTO 406 or 451). However, unlike my old Peer Gynt and many American recumbents, M5's recumbents use rigid, moulded seats, shaped to fit the shape of the human back, made from fibreglass or optional carbon fibre. Using this style of seat, you can brace against your back, rather than against your arms when pedaling hard as on a conventional upright bike. Another difference is that whereas upright bikes generally come in a variety of frame sizes with the same seat, M5 recumbents come in a single frame size with the telescopic boom adjusting for leg length. It also comes with a choice of seat lengths and cushion types to ensure a good fit between the seat and your back. The short seat with the



The showroom, occupying the front part of the building, and including a coffee bar and assembly/maintenance workshop. All current models are on display.

Recently I spent ten days on a new recumbent from Dutch manufacturer, M5, and rode 850km around Zeeland in the southwest of the Netherlands, then all the way to the far northeast, and into Germany.

Of course, everyone knows the Netherlands is flat, so it shouldn't have been a strenuous ride, especially with fine, warm, early summer weather, and

Chain Mail

standard thin cushion fits me like a glove, and because my weight is distributed over such a large area, I find it supremely comfortable.

The range of M5 recumbents goes from the original "28/20" - in which the rider sits quite high above a large rear wheel - with elastomer rear suspension, through to the "26/20" which also has a high riding position, but with a 26" rear wheel and a modern rear suspension unit (coil or air sprung). Either may be fitted with a conventional Ballistic telescopic front fork. Then there is the dual-suspended "Shockproof", with two 20" wheels (either ERTRO 406 or 451), and the Low Racer, for speed freaks and racers. For weight-reduction freaks, the Shockproof is available (at considerable extra cost) in titanium (10.5kg), and the Low Racer in carbon fibre (8kg). As I was seeking a touring/commuting bike, not a racer, I chose the 26/20 model, with a steel frame and relatively high riding position, which is good for touring and for riding in traffic.

Two types of steering are used with recumbents, and M5 offers both: above seat steering (ASS) uses shortened conventional handlebars, while under seat steering (USS) places normal handlebars beneath the legs. With USS onlookers are likely to say "Hey Mister, how do you steer that thing?" Bram obviously favours the ASS system, mainly, with which your elbows are tucked in, offering a smaller cross-sectional area to the wind. I find ASS rather twitchy, and looks less cool than USS. The lower, racier M5s are offered only with ASS, while the 26/20 model is offered with the choice of ASS or USS. Generally, ASS uses Grip-Shift style twist grip gear change, while USS works better with bar-end gear changers.

Bram seems to have strong views about recumbent design and components, based on the aim of going fast. He doesn't like hub gears (such as the 3x8 hybrid system which couples a three speed hub gear with an 8-speed cassette, or the Rohloff 14-speed hub gear) because of their extra weight, and the slight drag penalty. Or disc brakes, presumably also because of the additional weight.

With the Low-Racer, M5 offers a very light, carbon-fibre "tail box", and a full carbon fibre fairing is available for out-and-out speed freaks! For the touring bikes, Bram has designed a luggage system using a cantilever rear rack; a "Top Bag" that simply slips over the seat back; and a pannier system consisting of a pair of banana-shaped bags that just hang over the seat and rear rack, needing no hooks or straps to secure them to the bike. The side bags carry the weight low down, and don't move at all while riding. The Top Bag comes in 15L or 27L versions, and the panniers hold 27L each, giving ample capacity for touring.

Riding a recumbent calls for some care in choosing clothing. There is no need for a padded seat, but beware of riding in conventional pants because the pockets will slope down backwards, allowing your possessions to slide out onto the roadway. Loose trouser legs

are also more than a potential problem; after joking about the possibility, I got multiple stings from some sort of bee or wasp that went up the leg of my shorts one day in the Dutch countryside!!! I had to dive into a patch of bushes to sort out the problem discretely. Even conventional cycling jerseys aren't quite right because their pockets are in the wrong place, so M5 sells a jersey with the pockets in front!

But I have forgotten to say why you might choose a recumbent at all! Why, indeed? Well, lying down, you present a smaller cross-sectional area to the wind, so a recumbent generally requires less effort for a given speed. This doesn't help much at low speeds, such as when climbing hills, when most of the work of

pedalling any bike is simply working against gravity, but when riding on the flat or descending, the reduced drag is a noticeable benefit, and you'll love being on a recumbent when riding into a headwind. And some people ride recumbents because they are sick of having sore bums, or because they get stiff necks on a "wedgie". But maybe the best reason is just because you look so cool!

There are also downsides to riding a recumbent. You'll be spurned by 'roadies', who consider that the recumbent design is a form of cheating. And, as with a tandem, the aerodynamic benefits of a recumbent mean that you'll tend to zoom ahead of your friends on the flat and downhill. Maybe only the weaker members of a group should be permitted to ride 'bents!



Alister on Daffodil in Sydney

climbing hills, when most of the work of



Bram Moens contemplates the carbon fibre Low Racer (the low chainline on this model precludes sharp cornering!

As you read this Doug Stewart and Steph Groves are riding from Perth to Sydney on their shiny new M5 recumbents. Stay tuned to the weekly e-mail News and upcoming Chain Mails for updates on Doug and Steph's whereabouts.

Advocacy on the street

Keith Griffin

As I saw the lights turn green I stood up and spun faster, pushing across the intersection and overtaking the bus which was in the right lane. As the road flattened out a little in the shopping area I eased up, thinking that the bus would pass me before the narrow chicane. It didn't. The Chicane loomed, though not large, so I powered away again, racing through the narrow gap and continuing up the hill with faster and faster cadence, sprinting hard through the roundabout to the left and then eased up to dismount and cross to the railway station.

A few minutes later I was standing on the platform, respiration and heart rates returning to normal, when a lady in her late 50s approached and said, "I was just admiring you – you were faster than we were in the bus – you are fantastic."

To this I had no reply other than to thank her. I was stunned, for although my legs were going at this early hour the brain had yet to kick into gear.

So why is this important? It's a positive response to a cyclist on the road, and that's what advocacy is all about. So, on yer bike and advocate!

The Moo Festival

Alister Sharpe

Saturday 3 August 2002. Bike North rode in Hunters Hills Mocooboola Community Festival again this year, with our trademark purple, orange and white balloons, and lots of Bike North jerseys. In spite of the police and insurance problems common to all such festivals now, once again the Moo Festival included a street parade, with floats and bagpipes and local bands. Bike North members rode their most outrageous machines, and afterwards parked them in a small compound behind our stall.

The Festival itself was held on the water-front oval of Hunters Hill High School, which is still fighting a decision to close it at the end of 2002. Perhaps this accounted for the large turnout of politicians! Can it be just a coincidence that the land is so attractive? The oval was decorated with hundreds of colourful flags, waving above the many stalls of community groups and handcraft stalls, not to mention the many yummy food stalls. At the Bike North stall we fielded lots of questions about how to get around Sydney safely on a bike.

MAKING CYCLING BETTER Advocacy

Lane Cove Tunnel Where is it Now?

Carolyn New – Advocacy officer

Plans for a cycling link between the North Shore and Ryde area moved closer with the release of the Recommendations Report for the Lane Cove Tunnel requesting approval by Planning NSW. These proposals will certainly offer a far improved facility over what is now a most unfriendly cycling environment, paralleling Epping Road and the Gore Hill Freeway between North Ryde and Naremburn.

On the other hand it is very disappointing that none of our recommendations for improvements have been acted upon. A particular worry is the shared pathway along the long hills of Epping Road. With expected speeds of up to 60km/h, a far safer option would be one-way dedicated cycle lanes to full Austroad standard, with separation from pedestrians, motor vehicles and contra-direction cyclists. Another concern is that the proposal retains the full width of so much of Epping Road for motorised transport, pushing our facility into bushland and encroaching on the high profile azalea embankment in Lane Cove.

There are also the many complications that arise from this type of shared pathway such as

the dangers of driveway crossings, managing pedestrian conflicts, complex intersections and what to do about all those major obstacles littering the pathway. We also have a great deal of difficulty taking seriously a proposal that believes that pedestrians will separate from cyclists because of a painted white line. We are, of course, lobbying Planning NSW for some better conditions, and hope for good news later this year. To keep up with the saga, stay tuned to our Lane Cove Tunnel advocacy page at <http://galifrey.triode.net.au/bikenorth/advocacy/lanecovetunnel.html>

Chatswood-Parramatta Rail Link

Frances Griffin

The Chatswood to Epping part of the rail link is closer to reality with the approval of funding for the project by the State Government. The proposed Development Scenarios and Transport Management and Accessibility Plan (TMAP) for the Macquarie Park area, coordinated by Planning NSW and Ryde Council, were on public display for several weeks at Macquarie Centre and Ryde Council Chambers.

The proposed developments are good news for cyclists and anyone interested in improving the environmental impact of business and industry in the area. A major theme running through both documents is one emphasising the reduction of private car use in favour of public transport (obviously to make sure the new train line is patronized), walking and cycling.

A significant proportion of the recommendations made by Bike North in a detailed submission regarding the



draft TMAP has been implemented in the final TMAP. Most notable of these recommendations is the bike plan, which includes several new routes through the area, in particular a connection from Delhi Rd to Wicks Rd through Northern Suburbs Cemetery.

There are to be changes to zoning and land use restrictions, particularly close to the three proposed stations, allowing higher buildings (but limited to six storeys). The payoff is that parking is to be significantly restricted (at this stage however it appears that the "reduction" will, in real terms, still result in an increase in the number of cars spending idle days in the

area), and that there will be no road widening projects.

In addition to parking restrictions, developers will be required to implement workplace travel plans. These are schemes whereby end of trip facilities are supplied for employees wishing to cycle or walk to work. More importantly, these plans include incentive schemes, such as contributions towards fares, cost of bikes etc, to help encourage people to leave their cars at home.

There is a proposal to narrow Waterloo Road to create an attractive boulevard as the central spine of the region, allowing a single lane each

way for cars, the rest of the space allocated to buses, bikes, pedestrians and street level business (eg outdoor cafés, small shops etc). Some intersections will be upgraded to allow bus priority and cycle facilities, the details of these are still to be negotiated.

On the whole, it is a positive outcome and Planning NSW and Ryde Council have expressed a definite commitment to improve transport options in the area - at least on paper. It is up to the community (that's us) to hold them to it!

Bike bits

Bike Review

Ian Houghton

GIANT MTX125 ALLOY FRAME – CHILDS BICYCLE WITH 20" WHEELS, \$329.

Very light, strong, good quality, and quite cheap. Too good to be true? It seems not – it is true.

We've just bought one for our son Andrew (age 7), and it seems to be better than sliced bread. At least, we've tried offering him bread to get off it, and he won't.

This is apparently the first ever bike of this size to be made with an alloy frame. It has only recently been released by Giant in the last couple of months. Most dealers don't even know about it yet, and will tell you it does not exist. We bought ours at Northside Cyclery, Chatswood. We'd been looking worldwide for months for something like this before we discovered it "in our backyard" so to speak.

Most bikes of this size weigh a ton, and we've heard many a sad tale of previously keen young riders being put off by the weight of their new steeds when upgrading from a 16" to a 20". This solves that problem.

Our only change was to put semi-slick Maxxis tyres on, instead of the knobblies the bike comes with, and to remove the bike stand. All the components seem good quality - it has 7 gears, which Andrew finds easy to manage, and get him up hills he couldn't deal with on the single speed, plus bowl him along in excess of 30km/hr when needed. It looks to have good adjustability for growth, so should last a while, and also has very low standover etc.

He's thoroughly tested it already - a 12km MTB ride in Garigal (rough and steep, with some drops/jumps), where the V brakes with child hand sized levers were put to good effect. Then a 32km road ride (Millenium markers), at a reasonable pace.

It even feels good to ride when I'm on it (as in the Whacky races) – very rigid and responsive. Thumbs up on this one Giant – very highly recommended.

Leg Warmers or are They?

Hette Mollema

With the colder weather, and specially the colder mornings, it seemed prudent to invest in a pair of leg warmers. To go the whole hog and invest in a pair of long nicks felt like over-kill, or is it overheated. It is going to warm-up again isn't it? Yes, but not yet.

Having long legs, a large size of Netti leg warmers was bought in the local bike shop. Trying them on at home was a source of hilarity. Their appearance is more like a set of black shiny stockings without a foot. After taking a few steps the top of the leg warmers had descended to below the leg of my knicks, leaving a band of bare skin. Not the sexiest sight on a cold Sunday morning.

Maybe a suspender belt was needed.

Then again, maybe not. The Lycra nicks show everything worn underneath and being the butt of other people's



merriment was not my idea of fun. So, the first cycling outing was undertaken with a degree of trepidation.

Sure enough, after a few kilometres the feared descent of the top of the leg warmers took place. Hanging discreetly back from the pack, the top was pulled up, again and again. But, they did provide a thankful degree of warmth.

Back home, further experiments were undertaken. The stretchy lycra base of the leg warmers tends to contract towards a point of the anatomy they find it difficult to move beyond, the knee. Therefore, more of the length of the warmers should be pulled up above the knee than below the knee. This will reduce the tendency for the top to shrink below the leg of the nicks. The bottom may rise up, but that is a better sight than that of the opposite end. Longer socks can cover the lower part.

While the leg warmers do provide a degree of warmth, the knees were still cooler than desired. The leg warmers are fine in still air, but warmth depends on a layer of still air insulation that the wind cannot penetrate. The manufacturer would do well to sew a patch of patch of fabric that will stop the wind around the knee, or double the material in that region.

All this has been a source of great fun for the family with comments about cross-dressing never far from their lips. One has to be stoical about that, as being cold is a worse fate.

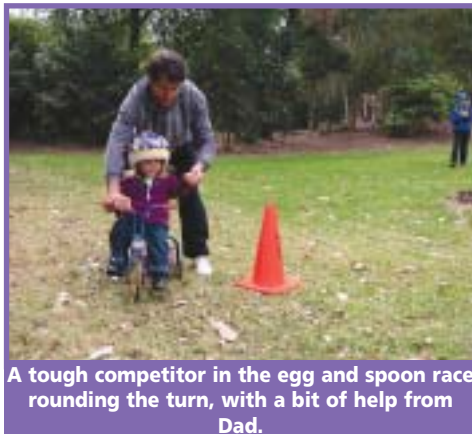
Bike North's AGM and Picnic

Alister Sharpe

SUNDAY 25TH AUGUST 2002, CLARKE'S POINT RESERVE, HUNTERS HILL

Some members rode as a group to the picnic from St Leonards, some from Eastwood, and the rest arrived in ones and twos. Clarke's Point is in Woolwich, on the shores of the harbour, facing Cockatoo Island and Balmain. On Sunday 25 the occasional rain showers somehow chose to fall elsewhere. Those arriving early marked out the Slow Race and the Skills Course with rope, poles and traffic cones,

lit the barbecue and put on the billy for tea. The Skills Course had sections of riding between poles, riding a narrow, twisting course, and riding slalom between traffic cones. And riding over a small tree stump!



A tough competitor in the egg and spoon race rounding the turn, with a bit of help from Dad.

A new set of office bearers was elected during the AGM, with several changes from last year. These people become the Executive of Bike North, and meet formally each month to organise the many events and submissions that make up Bike North's activities. Formal minutes of the AGM are available.

BIKE NORTH EXECUTIVE FOR YEAR 2002-2003

President	Michael Chow
Vice president	Wayne Spencer
Secretary	Yaffa Gould
Treasurer	Jo Clendon
Advocacy Officer	Carolyn New
Rides Coordinator	Col and Pam Kendrick
Membership Officer	Graeme Edwards

After the AGM Don Cottee, Manager Public Works and Infrastructure at Hunters Hill Council outlined his plans for

implementing the Bike Plan adopted by Council towards the end of 2001. Although a small municipality (the smallest in NSW), Hunters Hill sits at a crucial node in the transport network, being the link between Gladesville Bridge (one of the few crossings over the harbour) and both the Parramatta River Cycleway, leading West, and Burns Bay Road, leading North through Lane Cove. Hunters Hill is also a worthy end point for recreational and training cyclists, and so attracts more than a normal amount of cycle traffic.



Great egg technique here, no thumb on the egg, eyes on the witches hat for the turn, then race to the finish.

Using a combination of Council and RTA funding, Hunters Hill's first task will be to complete an off-road cycle link along Tarban Creek, joining Gladesville shops with the new Riverglades Estate, and on to Gladesville Bridge.

When building work on the Estate is complete, this will link to the old Gladesville Hospital tunnel running under Victoria Rd, to provide a link to the Parramatta Valley Cycle Path. For cyclists travelling between Gladesville Bridge and Lane Cove, Don is working with the RTA to provide an off-road cycle path along the Eastern side of Burns Bay Rd, providing a less-steep route between Tarban Creek Bridge and Figtree Bridge.

After lunch the fun part of the day began – the Wacky Races! With Doug Stewart away in the West, Keith Griffin organised the Races this year, with some old favourites (Egg and Spoon race, with raw eggs, except this year unbroken eggs could be fried on the barbecue, and the Freddo Frog race) and some new ones (Limbo, with some riders lowering seats and handle bars for unfair advantage) and the Heptathlon, which involved a staged sequence of strange activities, extending all over the park).

And then everybody helped pack away the toys, before the steep start to the ride home. See you again next year!



The slalom, a great test of skill, especially on big bikes.



Bike North members training to be prop forwards ?



Note the position of foot on pedal - textbook stuff! A pity about the bike fit though.



The slow race - well it's tough, concentrate, no! Keep it straight...



...or is this really allowed? Father and son slow racers team up for a display of great cycling skill, but who's holding who upright?



Will it fit? This thing is getting narrower!



The straight and narrow, the rider behind waits to see if John's handlebars fit through the narrow end of this obstacle.



Wow! Great style, and what a location!



Very cool...



No! Don't go backwards!

Product Review

Topeak Alien mini-tool

Kin-Yat Lo

I am of the opinion that a mini-tool is an essential item for any ride, and that the Topeak Alien is probably one of the best mini-tools out there. Unfortunately it is also one of the most expensive. Why should you carry a toolkit when you are out on a ride? Read on and find out!

I purchased my Alien tool for a bargain price from web retailer Phantom Cycles (<http://www.phantomcycles.com.au>). This small shop is based in Tahmoor on the other side of town and has a wide range of components and accessories, and has next-day delivery by courier (which is inexpensive at \$6.50). The Alien tool is now selling for \$80 at Phantom and up to \$95 elsewhere.

Is a tool like this worth the money? Most definitely!

The Alien tool allows you to carry virtually your entire toolbox with you on every ride. In reality, there isn't anything you can't fix with this tool whilst you are out on the road or trail. There is a complete range of metric Allen keys, screwdrivers, ring spanners, chain breaker, even tyre levers, pedal tool and a small, sharp knife.

Knife? I actually never thought the knife had any practical application until I needed one to surgically remove embedded glass from an M2 puncture. [No knife would be needed if we can get the lane swept out or to stop hooligans from throwing bottles out of cars - Ed]

Apart from the tyre levers and pedal tool (which are both useless), the rest of the Alien tool is extremely useful, and in 10 months I have used every tool at least once whilst out on a ride - without this tool it might have meant a few long walks home.

The tool is very well made, and looks as if it would last forever. Unfortunately Topeak has chosen to make some parts out of steel and not stainless steel, and the chain breaker already shows small signs of rust. Another gripe is that the Allen keys and screwdrivers don't lock into position (the rest of the tools lock) and are thus very hard to use.

I only use this tool whilst on the bike and never whilst I am at home when I have full-sized tools nearby, as the miniature tools don't work nearly as well as full-sized ones. Also, it is awkward to hold as all the tools are bundled together.

The Alien tool includes a nice Cordura pouch and is small enough to fit inside your rear jersey pocket, or in your saddle bag or hydration pack - but it is fairly heavy at 350g. It is, however, one of those essentials which you carry around

but hope that you would never need! Mine almost never leaves my saddle bag.

What Are Tyres For?

Catherine Stuart

(With thanks to Graeme Edwards and Grant Arbuthnot for technical assistance)

Until recently, I knew tyres as the black rubbery things that stop the rims of my wheels scraping on the road. The only other thing I knew about them was that they were supposed to be filled with air and that if not enough care was taken they could be pierced by bits of glass and nails. I'd seen my partner spend months on a quest for new motorbike tyres but had thought this said more about his obsession than it did about the importance of tyres.

This all changed when my partner crashed on a wet road, broke his collarbone, and once the shock had subsided, said "I wonder if my tyres are too hard". It finally occurred to me that tyres might play a more of a role in cycling than I had previously thought and, not wanting to ever crash and break my collarbone, I decided a little more knowledge might be helpful.

As it turns out, tyres do a couple of things that are pretty much essential for an enjoyable ride. First of all, when inflated with air they cushion you against bumps in the road (shock absorption). Of course, they don't provide perfect shock absorption, but think about how it would feel to ride around on your wheel rims. Crunch, crunch, crunch...

The second important thing that tyres do is grip the road (provide traction). Sometimes I wish for a little less of this, but, having a good grip on the road is essential for three aspects of cycling:

- moving forward without making the back wheel spin;
- braking without skidding; and
- going around corners without falling over.

In dry weather, which is when most of us do most of our cycling, the ability of tyres to grip the road is affected by two things:

- the amount of tyre that is available for making contact with the road; and
- the hardness or softness ('stickiness') of the material the tyre is made from.

CONTACT WITH THE ROAD

If you have relatively fat tyres on your bike, you will have more tyre between you and the road. This means you have:

- a more cushioned ride - because you are riding on a larger cushion of air;
- more grip on the road when you pedal - making it more work to pedal than with thinner tyres;

a better capacity to brake without skidding - because there is more tyre in contact with the road and therefore more traction; and

generally, more stability when you go round corners - again because there is more tyre in contact with the road).

If you have relatively thin tyres on your bike, you will have:

- a less cushioned ride;
- less tyre in contact with the road when you pedal - making it easier to go faster;
- less capacity to brake hard without skidding; and
- less stability when you go round corners.

HARDNESS

The ability of tyres to grip the road is also affected by the material they are made from. Tyres made from a relatively hard compound have less grip than those made from a relatively soft ('sticky') compound.

It is more difficult for the road to grip a hard tyre compound. This means that the tyre rolls more easily over the road, is less scraped about and lasts longer than a stickier tyre of the same width.

A relatively sticky tyre will roll less easily over the road, will lose more of itself to the road with each turn of the wheel and, consequently, will wear out faster. A sticky tyre will also provide more grip on the road than a harder tyre of the same width. On a dry road, the relative hardness of the tyre doesn't make a lot of difference, but on a wet road it can be very important.

GRIP ON WET ROADS

On a wet, sealed, road the water on the road gets squashed between your tyres and the road as you ride along. The water can't escape into the ground and your tyres are not made of a material that absorbs water easily. This means you end up cycling over a thin layer of water, an experience that can be a little on the slippery side.

Many tyres designed for sealed roads have a pattern of grooves (sipes) cut into them to help move water on the road out of your path. As your tyre squashes down on the road, the water escapes into the sipes instead of staying between the road and your tyres. The sipes are cut in a way that helps the water to run to the outer edge of the tyre and then off into the air.

The capacity for water to run from the road into the sipes on your tyres is affected by the hardness or stickiness of your tyres. Sticky tyres squash down onto the road better and therefore force more water into the sipes. Hard tyres don't squash down as onto the road as well. This means that less water is forced into the sipes, there is more water between your tyres and the road, and you have a more slippery ride.

OFF-ROAD TYRES

If you own a mountain bike, it probably came with off-road tyres. These tyres are relatively fat, are covered in lumps (knobs) and are designed for use on gravel, dirt or other unsealed surfaces.

On an unsealed road, the knobs provide grip by bending and twisting into the ground below the surface of the road as you pedal and then gripping as you move forward. The un-knobbed parts of the tyre rest on the road's surface, providing you with extra stability. These features are equally useful in wet or dry weather, although churning through mud can still be a little challenging.

On a sealed road, the bending and twisting knobs are the only part of the tyre in contact with the road. This means that there is less tyre available to make contact with the ground than on an unsealed road and less stability, especially going round corners, when the knobs bend and twist. On a dry road, the reduced traction is more than compensated for by the unevenness of the tyre's surface. The knobs mean that the tyre rolls less easily over the road than a tyre designed for sealed surfaces and requires more effort to pedal.

In wet weather, the knobs do not compensate for the smaller amount of tyre in contact with the road. The water on the road makes it more slippery, the tyres roll more easily despite their unevenness, and the stability provided by the knobs on a dry road is lost.

PUTTING IT TOGETHER

The trade-offs between fatter and thinner, harder and stickier, on-road and off-road tyres mean that different types of tyres work best in different cycling conditions. For example fatter tyres are more useful on a wet or bumpy road. Thinner tyres mean it takes less energy to ride longer distances. Off-road tyres are dead handy for riding trails in the bush.

Changing tyres mid-ride because it has started to rain or the road has got more bumpy isn't really feasible (unless you have your own support crew). This means that the best time to think about trade-offs is when you buy new tyres. Of course, tyre manufacturers are also well aware of the trade-offs and respond by trying to create tyres that emphasise different combinations of traction, stickiness and shock absorption. For example, it may be possible to find relatively thin tyres designed to provide more shock absorption or better traction on corners than other tyres of the same width, or tyres specifically designed to give better grip on a wet road, or off-road tyres that can be ridden more safely on sealed roads.

It is also important to think about the type of riding that you like to do. If you never go riding in the rain, the drawbacks associated with a thinner, harder, sipeless tyre are likely to be outweighed by the advantages they offer in terms of ease of pedalling and speed. If you want an on-road tyre that works well on the occasional gravel road, you might have to put up with a tyre that glides less easily over the sealed roads. And most important of all, if you want to go round corners fast in the rain make sure your tyres aren't too hard!

Sunday, 1 December — Bike North Christmas Brunch

It's hard to believe but yes, it's almost Christmas time again; not many sleeps until Santa will bring you lots of goodies for your bike. And yes, it's time for our Christmas Party too.

We are again going to have a BYO picnic brunch at Auluba Reserve cnr Vernon St and Kissing Point Rd, South Turrumurra at 10am. The park has grass, some shade, kiddies playthings and toilets. Bring everything that you need for a picnic brunch (there are Kissing Pt Rd shops just up the road though), and a bit of fun. Once at the park we will spend time eating, drinking and socialising, and just being at our leisure. Decorate your bike, if you wish, and get into Christmas mode. We are running five easy/medium rides from different directions to help everyone get there. All rides will pick up along the way so contact the ride leader for times and places where you can join on. Here are the ride details:

North	From Hornsby via Turrumurra with Graeme 9476 3624
South	From Meadowbank via Eastwood with Doug 9887 1478
East	From Chatswood via Lane Cove Park with Yaffa 9966 9262
West	From Carlingford via M2 with Pam 9872 2583
North-west	From Pennant Hills by MTB with Kin-Yat 9980 7143

MS Sydney to the Gong - Sunday November 3

The Gong Ride is 90km in length, starting from St Peter's (a new starting point due to the lack of cycle facilities on the new M5 East), winding through the picturesque Royal National Park and then along the scenic coastline to Wollongong. It is a fairly challenging ride involving several long, steep climbs and the possibility of strong headwinds along the coast! It would be best be graded as a Medium-Hard to Hard ride according to our rides guidelines.

This year Bike North will be entering an official team in the Gong Ride on Sunday November 3. As team entrants, we will get a free team photo as part of our team entry - to be taken at the start - and we could be in the running as the largest team or the best uniformed team [See below for details on how you can get your Bike North clothing in time for the Gong Ride].

SO HOW CAN I JOIN THE BIKE NORTH TEAM?

Simply pick up an entry form at your local bike shop, or download the pdf from the web at <http://www.msns.org.au>, or by calling MS Outdoor Events on 9413-4166.

Next, fill in the details in the entry form (you can enter the shorter 58km version - but the team photo will be taken at the start of the 90km ride). Then forward the entry fee to our team organiser Kin-Yat Lo by cheque payable to him (as we will be making one complete payment of all entries), and send it all to 11 Hancock Drive, Cherrybrook 2126. The ride guide will then be mailed to you before the ride. Stay tuned to Bike North Weekly E-mail News for information about the day - including meeting points and rides to the start.

Team entries close soon on Tuesday October 8. For more information please contact Kin-Yat on 9980-7143 or by e-mail kzlo@uts.edu.au. Hope to see a lot of Bike Northerners at the Gong Ride!

Get into the swing of things with Bike North clothing

Planning on riding in the Gong Ride or Cycle Sydney or just cruising around on those wheels in the organised weekend rides???

Bike North clothing is comfortable to wear, practical on a bike (the jerseys have pockets on the back for stashing stuff in), helps to keep you cool and brightly coloured so you are seen!!!

We now have sleeveless, short sleeved and long sleeved jerseys available as well as the knicks (above knee only).

Sizes available are as follows:

Ladies Jerseys:	L-XS, L-S, L-M, L-L, L-XL,
Ladies Knicks:	L-XS, L-S, L-M, L-L, L-XL
Mens Jerseys:	M-XS, M-S, M-M, M-L, M-XL, M-XXL
Mens Knicks:	M-XS, M-S, M-M, M-L, M-XL

Prices

Knicks:	\$60.00
Sleeveless Jersey:	\$75.00
Short sleeved Jersey:	\$80.00
Long sleeved Jersey:	\$90.00

Contact Debbie Lilienthal,
Phone: (02) 9954-3301 (h),
email: dlilient@tpg.com.au

No money required until order has arrived at Turrumurra Cyclery.

WORKING GROUPS

Ryde

Wayne & Louise Spencer

Well Spring has most definitely sprung in Ryde, the flowers are out, the birds are singing and the days are progressively getting longer and warmer. An ideal time of year for cycling.

The Ryde group has been busy surveying sites for the location of casual bike parking rails at some of the local shopping centres in the Ryde LGA. These long awaited rails have been promised under a street furniture contract that Ryde council has let for the provision of bus shelters, rubbish bins, seats etc. (and of course the bike rails) within the council area. Bike North has nominated five local shopping centres which are to receive two parking rails each. These include Meadowbank (Constitution Rd), Putney (Morrison Rd), Macquarie Park (Trafalgar Place), Denistone East (Midway Shops) and one other.

The Granny Smith festival at Eastwood is coming up on Saturday 19th of October. As usual Bike North will be participating in the parade and running a stall for the day. Members who wish to participate in the parade should gather at 18 Reserve St Denistone at 9.00 am or meet us at the assembly area for the parade at 9.40am (the parade starts at 10.00am but participants need to be in place by 9.45 am). Please call Wayne or Louise Spencer on 9874 6977 for further details on this event.

Hornsby

Graeme Edwards

It has taken about two years but the upgrade to Galston Road is just about completed. By the time you read this it is hoped that the line marking on Galston Road will be complete. These facilities on Galston road provide the missing link between the Pacific Highway and the existing cycling facilities on Somerville road. Cyclists living in and around Hornsby Heights will now be able to cycle into and out of Hornsby along Galston road without having to fight for space in the main traffic lane.

On a related subject there is also a proposal to hold a meeting with Garry Kennedy from the Hornsby Traffic department to discuss cycling related issues in the Hornsby Shire. This will provide an opportunity for BN members to ask questions and receive an update direct from council on what it is proposing in the way of cycling facilities for the next year. If you would like to attend the meeting or if you can not attend but have some questions you would like to ask then please contact one of your Hornsby working group coordinators.

For Sale

- Bike computer, Cateye Mity 3 complete, near new \$25. Shimano pedals SPD both sides, mountain bike type, recently serviced, \$25. Contact: Ronnie (02) 9997 4096 or mobile 0428 426 211.
- 18 months old Giant Innova, wheels wrecked, most components undamaged. 27 speed Shimano Deore, frame and forks OK. Miyata Shredder, 24 speed, damaged frame. My misfortune your opportunity to upgrade/rebuild. Phone John Wood (B) 02 9922 7007 (AH) 02 9418 6585.

SECONDHAND BITS FOR SALE:

MTB Gear:

Syncros MTB Seatpost N° 4, diameter 30.3mm, height 320mm base to rails. Top quality, superlight alloy. \$20.

Road gear:

- 1) Milremo Randonneur Touring Drop Handlebars, Classic design, alloy, width 36cm centre to centre. (that's quite narrow, I used them for years, but I'm told would better suit lady or narrower shouldered person than me) \$10
- 2) SR alloy Quill Stem for drop bars. 8.5cm reach, 4-9cm rise (standard height, shorter than average reach.) \$5
- 3) CLB alloy levers for drop bars - great quality, a beautiful lever particularly good for small hands. Cable draw suited to side-pull and cantilever brakes. \$10 (Or \$20 for all 3 above)
- 4) Seatpost SR Laprade Alloy, 27.0mm diameter, 185mm height base to rails. \$3
- 5) Campagnolo Record Headset, for classic quill stem. Superb quality \$20
- 6) Campagnolo Record Bottom Bracket assembly, 114mm tapered axle for double chainring Superb quality \$20
- 7) Mavic Front Derallieur; very light, ultra-rigid and precise even with big ring differences. Superb, relatively new. Friction shifting. \$20
- 8) Campagnolo 980 Rear Derallieur; Friction shifting, high quality, \$20
- 9) Shimano 600 down tube friction shifters for braze-on mounts \$10

All the road bits were stripped off my classic touring bike when I rebuilt it for modern gearing. All well used, but good or better quality.

Contact Ian Houghton on 94400467 or email caronian@mail2me.com.au

The Good & the Bad ...

Chris Smith and Dana Skopal

Touring, cycling or simple bike riding was not possible on a recent visit to Japan, but Chris Smith and Dana Skopal managed to take the following photos.



The Good - great under cover, two level, bike parking at railway stations - for a small fee. There are more places to park bikes than cars near rail stations in Japan. If only we could have these parking facilities in Sydney...

The Bad - using cycling to advertise cigarettes. Not good at all!



We also tried to take a photo of how the Japanese cycle holding an umbrella - the ladies ride with an umbrella to protect their skin from the sun, and they all ride with an umbrella when it rains!! At least they do ride their bikes and use them daily for commuting.

Sunday, 17 November – RTA Cycle Sydney

Bike North is again planning to enter a team in Cycle Sydney. There will be five categories including one for BUGs. You might have noticed an entry form in the September/October issue of *Australian Cyclist* but DO NOT send this form in if you wish to join the Bike North Team. Pam and Col Kendrick, our Rides Co-Ordinators will soon be circulating the Team Entry charts.

Please contact them on 9872 2583 or colkendrick@optusnet.com.au.

Last year, a team of around 80 members and friends pedalled from North Sydney or Rhodes to Parramatta Park (with an unofficial morning tea stop at our favourite patisserie in Concord). Let's see if we can do better! Please stay tuned for Bike North's Weekly E-mail News for further information as it is released or talk to Pam and Col on the weekly rides.

OCTOBER

Date: Sat 05/10/2002

Ride: Meadowbank to Millennium Markers
 Grade: Easy Distance: 28
 Contact: Col Lambert, 9637 0746
 Starts at: 8:00. Starts at Memorial Park, Meadow Crescent Meadowbank. Cross John Whitton bridge to Homebush Bay, visiting the Millennium Markers, with a coffee stop included. Most hills optional.

Date: Sat 05/10/2002

Ride: Northern Beaches and Back Roads
 Grade: Hard Distance: 50-80
 Contact: Graeme Edwards, 9476 3624
 Starts at: 7:45. Turrumurra 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 Turrumurra. Many variations available.

Date: Sun 06/10/2002

Ride: Botany Bay Bacon
 Grade: Medium Distance: 65
 Contact: Eric Middleton, 9958 2546
 Starts at: 7:30. Meadowbank wharf. Ride via Homebush and the Cooks River cycleway to Botany Bay. A refuel at our favourite café at Brighton, then we retrace our tracks to the start.

Date: Mon 07/10/2002

Ride: Concord for Cake
 Grade: Easy Distance: 26
 Contact: Graeme Edwards, 9476 3624
 Starts at: 7:30. Meadowbank wharf. Ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for Gelato / coffee / cake. Ride back to Meadowbank a different way. Don't forget your Le Palme cap if you have one!

Date: Sat 12/10/2002

Ride: Little Italy
 Grade: Medium Distance: 40
 Contact: Ross Thomas, 9481 0724
 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: Sun 13/10/2002

Ride: Tour de Windsor/Sackville
 Grade: Hard Distance: 120
 Contact: Phil Johnston, 9312 3319
 Starts at: 7:30. Turrumurra stn N/E side. Via Browns Water Hole, M2, Marayong, Windsor and Sackville loop. Train from East Richmond to Marayong, M2. Or start at Dural via Kenthurst, Maraylya, Windsor, Maraylya, Glenorie, Dural - 102km.

Date: Sun 13/10/2002

Ride: Pie in the Sky
 Grade: Medium Distance: 38
 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: Sat 19/10/2002

Ride: Granny Smith Festival
 Grade: Easy Distance: 5
 Contact: Wayne Spencer, 9874 6977
 Starts at: Bike North Members Only Contact BN for details about this event.

Date: Sun 20/10/2002

Ride: Triple S Ride
 Grade: Medium Distance: 52
 Contact: Joan Kerridge, 9909 8925
 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.

Date: Sun 20/10/2002

Ride: Quatre Montagnes
 Grade: Hard Distance: 90
 Contact: Phil Johnston, 9312 3319
 Starts at: 7:30. Wahroonga stn N/E side. Via Galston to Breakfast at Berowra Waters cafe and brunch at Pie in the Sky

AREA SADDLE SURVEYS

These will be run from time to time to acquaint members with cycle facilities in each of the council areas in the Bike North region. We will look at places where improvements are necessary, where they are proposed, and where they have been provided.

This is your opportunity to get involved in advocacy - the real business of Bike North - so let's get out there!

Date: Sat 26/10/2002

Rides: Ryde Saddle Survey, Ku-ring-gai Saddle Survey, Hunters Hill Saddle Survey, Hornsby Saddle Survey
 Grade: Easy Distance: 15
 Contact: Wayne Spencer, 9874 6977 (Ryde)
 Carolyn New, 9438 1903 (Ku-ring-gai)
 Alister Sharp, 9879 3664 (Hunters Hill)
 Graeme Edwards, 9476 3624 (Hornsby)
 Starts at: 8:00. Bike North Saddle Survey. Contact Bike North for more details about these rides.

Date: Sun 27/10/2002

Ride: A to Z and Beyond
 Grade: Medium Distance: 30
 Contact: Rick Mockridge, 0418 284 052
 Starts at: 7:30. Artarmon Station 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: Sun 27/10/2002

Ride: Exploring Eastwood
 Grade: Easy Distance: 17.5
 Contact: Keith and Fran Griffin, 9351 1253
 Starts at: 7:30. Start at Eastwood Station. A gentle meander through the back streets of Eastwood and Marsfield, passing through Macquarie Uni, returning to Eastwood for coffee and cakes. Develop your hill skills on the rolling terrain with this leisurely paced ride.

NOVEMBER

Date: Sat 02/11/2002

Ride: Meadowbank to Millennium Markers
 Grade: Easy Distance: 28
 Contact: Col Lambert, 9637 0746
 Starts at: 8:00. Starts at Memorial Park, Meadow Crescent Meadowbank. Cross John Whitton bridge to Homebush Bay, visiting the Millennium Markers, with a coffee stop included. Most hills optional.

Date: Sat 02/11/2002

Ride: Gladesville to Parramatta, and back by Rivercat
 Grade: Easy Distance: 20
 Contact: Alister Sharp, 9879 3664
 Starts at: 9:30. Starts at Gladesville Wharf (Huntley's Point Rd, off Victoria Rd). Ride to Parramatta via the Parramatta Valley cycleway. Coffee and cake at the Parramatta Wharf cafe. The Parramatta ferry runs express to Circular Quay, so we cycle back to Rydalmere Wharf (ferry at 10 minutes past each hour; 35minutes to Gladesville), and catch the ferry back to Gladesville. Child Friendly ride, children accompanied by an adult carer welcome. Please phone to confirm (especially if the weather seems dodgy).

Date: Sun 03/11/2002

Ride: Somersby, Peat's Ridge, Mt White
 Grade: Hard Distance: 125
 Contact: Phil Johnston, 9312 3319
 Starts at: 7:20/7:50. Hornsby Stn Jersey St or Berowra Stn 30 minutes later.

Chain Mail

Date: Sun 03/11/2002

Ride: Sydney to the 'Gong
Grade: Hard Distance: 95
Contact: Kin-Yat Lo 9980 7143
Starts at: This year Bike North will organise a team in this event but undoubtedly there will be many BN members riding. For entry forms and more information please contact Lin-Yat as above! See page 9.

Date: Sat 09/11/2002

Ride: Pie in the Sky
Grade: Medium Distance: 38
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: Sun 10/11/2002

Ride: Botany Bay Bacon
Grade: Medium Distance: 65
Contact: Eric Middleton, 9958 2546
Starts at: 7:30. Meadowbank wharf. Ride via Homebush and the Cooks River cycleway to Botany Bay. A refuel at our favourite café at Brighton, then we retrace our tracks to the start.

Date: Sun 10/11/2002

Ride: Brunch at Warriewood
Grade: Hard Distance: 90
Contact: Phil Johnston, 9312 3319
Starts at: 7:15. Starts at St Ives car park, Mona Vale Rd opp Stanley St. Cycle via Terry Hills, Duffy's Forest, West Head, Church Point and Warriewood. Return via Wakehurst Parkway. ETR St Ives 1:30pm

Date: Sun 10/11/2002

Ride: West to Windsor
Grade: Medium Hard Distance: 90
Contact: Keith and Fran Griffin, 9351 1253
Starts at: 7:00. Starts at 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, then return to start using a different route. Brisk pace, some traffic.

Date: Sun 10/11/2002

Ride: A slow ride around Hunters Hill
Grade: Easy Distance: 15
Contact: Alister Sharp, 9879 3664
Starts at: 9:30. Starts at Gladesville Wharf (Huntley's Point Rd, off Victoria Rd). (The start is accessible by bike, ferry or car). We will ride the highways and byways of Hunters Hill, with a coffee stop somewhere friendly. Please phone to confirm, especially if it looks like rain. Child Friendly ride, children accompanied by an adult carer welcome. Ferries to the start: From Circular Quay at 08:50, arrives 09:18 :From Meadowbank at 09:05, arr 09:24 Ferries home afterwards: To Circular Quay: 45min past the hour To Meadowbank: 18min past the hour.

Date: Sat 16/11/2002

Ride: Akuna Bay Hare
Grade: Medium Hard Distance: 65
Contact: Keith and Fran Griffin, 9351 1253
Starts at: 7:00. Eastwood stn west side for a fast paced ride through hilly terrain via Brown's Waterhole to Akuna bay for morning tea. All the while trying to catch the tortises

Date: Sat 16/11/2002

Ride: Akuna Bay Tortoise
Grade: Medium Distance: 40
Contact: Carolyn New, 9438 1903
Starts at: 7:45. Cranks Bike shop, Mona Vale Rd opp park 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.

Date: Sun 17/11/2002

Ride: Cycle Sydney
Grade: Medium Distance: 50
Contact: Pam & Col Kendrick
Starts at: Bike North is again planning to enter a team in Cycle Sydney. There will be five categories including one for BUGs. You might have noticed an entry form in the September/October

issue of Australian Cyclist but DO NOT send this form in if you wish to join the Bike North Team. See Page 10

Date: Mon 18/11/2002

Ride: Bays and Foreshores
Grade: Easy Medium Distance: 33
Contact: Pam and Col Kendrick, 9872 2583
Starts at: 9:00. Meadowbank Wharf. Ride to Gladesville Bridge, then follow the bays and foreshores around to Concord for a coffee stop.

Date: Sat 23/11/2002

Ride: Cowan Calga
Grade: Medium Hard Distance: 58
Contact: Graeme Edwards, 9476 3624
Starts at: 7:40. Cowan Stn. Fast paced ride through magnificent Hawkesbury River valley on quiet roads. Return via Brooklyn with a stop for coffee and cakes.

Date: Sun 24/11/2002

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

Date: Sun 24/11/2002

Ride: Historic Hospitals and Iron Cove
Grade: Easy Distance: 25
Contact: Alister Sharp, 9879 3664
Starts at: 9:30. Starts at the side gates to Gladesville Hospital, in Punt Rd. Ride paths and side streets over Gladesville Bridge, through Drummoyne, over Iron Cove Bridge to Callan Park/Rozelle Hospital. Tour of Callan Park grounds, then circle Iron Cove and back to Gladesville. Coffee stop at Birkenhead Point, or in a waterside park. Bring a lock and bathers for a swim at Drummoyne Pool if very hot. Please phone to confirm. Child Friendly ride, children accompanied by an adult carer welcome.

Date: Sat 30/11/2002

Ride: Down 'n' out? Then up 'n' back!
Grade: Medium Distance: 47
Contact: Keith and Fran Griffin, 9351 1253
Starts at: 7:30. Sw cnr Pennant Hills Rd and M2 (for parking tips call us). Speed down the M2 to Seven Hills, then tour around Toongabbie, Westmead, Wentworthville, do a lap or two of Parramatta Park before a stop at The wharf Café. Continue along Victoria Rd (short section only), the PVC, Chatham Rd up the hill to Eastwood and back roads to the starting point.

Date: Sat 30/11/2002

Ride: Olympic Park Night Ride
Grade: Easy Distance: 25
Contact: Pam and Col Kendrick, 9872 2583
Starts at: 17:30. Meadowbank Wharf. Bring a portable dinner and we'll ride via the Rhodes peninsular, Bicentennial Park and Olympic Park We'll stop for our picnic in the park before exploring the area by bike lights. Bike lights are essential.

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.