

Contents

Cycle Touring

Murray to the mountains	1
Alternative Tour de France	3
SW Pub & Vineyard Carawl	4

Advocacy

10 Myths of Advocacy	6
Suing for potholes	6
Working groups	7
Bicycling Achievement Award	7
Saddle Surveys	7

Dairy Dates

Christmas Brunch	7
January Meeting	7

Bike Bits

Maintenance	8
Tyres: part 2	8
My Commutte	9

Rides Calendar

11

Cycle Touring

All the world's a bike route



debbie Lillienthal and Graeme Edwards

WHERE

The Murray to the Mountains Rail Trail runs from Wangaratta to Bright via Everton with a branch line to Beechworth. These towns are located in Northeastern Victoria along the Ovens Valley. Wangaratta is about one hour south of Albury on the Hume Highway by car.

ACCOMMODATION

It is 83 kilometres from Wangaratta to Bright via the Rail Trail. A good starting point is the town of Myrtleford, half way between Wangaratta and Bright. There are two caravan parks in the town and a number of motels and hotels. All of these facilities are close to the rail trail making it easy to start your journey each day. One of the advantages of staying in Myrtleford is that you can head out in all directions along the Rail Trail and easily travel to the end and back in a day. If you were to stay at Bright or Wangaratta the return journey to the opposite end of the rail trail would be around 160 kms. If you were to attempt this it would mean that you would have very little time to wander around and explore your destination before you had to make the return journey.

SHOPPING FACILITIES

Shopping in Myrtleford is good. There is a well-stocked IGA supermarket with plenty of fresh meat, fruit and vegetables along with all the other items you might care to buy. It has a good selection of pasta and rice for all those high carbohydrate low GI meals you will be cooking during your stay. There are two bakeries in town to supply the essential post ride food groups – coffee and cake. Heiner's Bakery down by the Railway Hotel is particularly good,

although the one closer to the centre of town has a wider selection of high GI carbohydrate products. There are a couple of cafes and restaurants in town where you can buy your evening meal but you might be better off taking advantage of the supermarket and cooking your own. There is a bike section in the local sports shop in the main street where you can purchase bike spares.

TRAIL DESCRIPTION

The rail trails are all bitumen sealed and are 1.8 to 2.2 metres wide. The surface is a little bumpy and does contain a fair degree of loose aggregate. This combined with the narrowness of the track means that riding side by side is not always an option. The trails are mostly flat and where there are hills the gradients are easy and consistent. This allows you to select a comfortable cadence and get into an easy rhythm for the climbs. There are a few exceptions where the rail trail has to divert to go around a road or a farmer's property, but in general these diversions are short and not too steep. Whilst most of the bridges have been re-decked with



Old wooden decked rail bridge

concrete there are still a couple of old wooden sleeper decks that you would be well advised to walk over, as they are very rough and uneven.

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

TRAIL FEATURES

The beauty of the rail trail is that you can ride at your own pace without having to worry about road traffic. This allows you to spend more time looking around at the flora and fauna (echidnas, wallabies, 'roos, birds, birds and more birds). In most places the trail travels in a straight line allowing you to travel to your destination via the most direct route. Some sections of the rail trail travel through open countryside with little protection from the elements. In the middle of summer some of the longer exposed sections could be quite hot. Tank water is available at most of the old station sites while stations like



Rail Trail disappearing into the horizon

Everton and Eurobin have toilets, tables, shelter and bike racks as well as tank water. The wind is generally stronger in the afternoons so it is a good idea to think about the wind direction when planning your ride for the day.

DESTINATIONS

There are three major destinations on the Murray to the Mountains Rail Trail for anyone starting at Myrtleford. They are Beechworth, Bright and Wangaratta. By far the most picturesque of these is Beechworth.

It is about a 42km ride from Myrtleford to Beechworth, with a 15km climb at the end. This gradient of the climb is about 1 in 50 and is consistent for the whole climb. The trail travels through some beautiful countryside that you view from high up on the embankments or from deep down in the cuttings as you climb. You will have plenty of time to marvel at



Erubin Station Facilities notice how the shape of the buildings are in the form of a train

the engineering involved in the construction of the original rail line. Beechworth itself is well worth the climb. You will need to allow at least three hours to fully appreciate this charming historical town. Leave yourself plenty of time to eat at the Beechworth Bakery. [Ed: and avoid the weekends!]

Bright is also up hill from Myrtleford but the gradient is almost flat. You will not need quite as long to see Bright but there is an excellent French patisserie in town and a bakery if you want some carbohydrate with a slightly lower GI. On the return journey there are two worthwhile stops. One is the Bright Berry Farm and the other is the Westerns Nut farm. Both of these are easily accessible from the rail trail near Eurobin.

Wangaratta is at the western end of the rail trail and is a large bustling country town. There is plenty to see and do in what the locals call "Wang" but it is 53km from Myrtleford so you will travel over 100km in the day if you do the round trip. The café that most of the local riders hang out at is Scribblers and it can be found in Reid Street. If you buy something at Dean Woods Cycles you may be lucky and get a free coffee voucher for Scribblers. Wang has an active BUG that run regular rides so drop into the Information Centre and pick up their ride calendar.

ALTERNATE

DESTINATIONS

If you are looking for other places to ride to, then Lake Buffalo is an ideal destination. It is about 24km south of Myrtleford on the road and once you get a few kilometres out of town there is very little traffic. There are a couple of hills but it is a much easier ride than Pie in the Sky. There is a large picnic area by the lake and free electric BBQ facilities if you want to take a picnic lunch. The water at the lake is not suitable for drinking and as there are no towns or shops on the way you will need to take all your food and drink with you.

Milawa is also a great place to visit. Use the rail trail to get to Everton and then the very quiet back roads to Milawa via Markwood. There is no park or public toilets in Milawa so it is a good idea to head straight for the bakery and enjoy some fresh bread and cheese in the covered outdoor area. The café in the centre of town is also good value so you can top up as you are leaving. The main attraction in Milawa, besides the bakery, is the mustard shop. Here you can sample a range of mustards from mild to super hot. Just what you need to get the blood pumping for the return journey.

ALTERNATE ROUTES

When you have had enough of quiet car free riding on the rail trail then there are a number of alternate routes you can use to return from Wangaratta, Beechworth or Milawa. Most of these roads are quiet and the Snow Road from Milawa to Myrtleford via the Whoroullys is as flat as the rail trail. The Bucklands Gap road from Beechworth back to Myrtleford has a great 3 km steep twisting descent but you do need to climb a few hills at the beginning and the end in order to enjoy it.



One of the many dams

OVERALL SUMMARY

If you are looking for some quiet riding in the country, then you could do a lot worse than head down to Myrtleford for a week and giving the rail trails a spin. There is plenty to see, do, eat and drink. The facilities on the rail trail are good even if the surface of the trail is a little rough. There are plenty of beautiful towns to visit, vistas to view and fresh produce to taste and purchase. There are many options where you can combine rail trail and on road riding to visit places further afield. The Murray to the Mountains Rail Trail is well worth the visit.



The Alternative Tour de France

400 KMS IN THE VINEYARDS OF PROVENCE

David Bond

For this "tour" 9 riders from the UK, Canada and Australia covered part of the real Tour de France route. Two weeks after the event the original chalked exhortations to local riders, "Va Claude Malot" "Go Pierre" were still legible on village roads the Tour passed through.

Starting from Avignon, the medieval marvel that was once the fortress palace of Popes, cycling in France was, as the brochure blurb put it, "an affair of the senses – from riding amid the fragrance of lavender fields to the hum of cicadas in the sultry sun". An affair of the tastebuds, too. . . superb meals.(is it possible to have a bad meal in France?) were accompanied by delectable estate wines. Our party of 9 once got through 12 bottles of estate wines during dinner, later, two of the party even enjoyed a nightcap of double Remy Martins!

The next morning, surprisingly, they were no bleary eyes and we were off to a brisk start climbing the slopes of Mont de Vaucluse..The Fontaine de Vaucluse is a huge tourist attraction and the logjam of cars extended for miles..The Fontaine is really a resurgent spring which bursts out of a deep hole the size of an Olympic pool.. It can flow at 150 cubic metres a second.- equivalent to the flow of the River Exe in Devonshire.

Each of the many villages and towns we rode through had its unique features. Some were more than a thousand years old. Outstanding were Rousillon; a fortified village now crammed with tourist traps but with many fine paintings at bargain prices (by Australian standards), and a nearby quarry from which Van Gogh dug out the ochre material.incorporated in many of his famed.paintings. Onwards then through Peter Mayle territory and many superb restaurants.

St Remy de Provence, beloved by Van Gogh and many other artists, is the birthplace of Nostradamus. We were to enjoy two memorable experiences the next day – a tour of the (partly restored) Roman village of Glanum where an amazing number of structures are still standing after 2000 years; and a grinding tortuous climb to Les Baux, said by some to be the most beautiful village in France..Les Baux was built many centuries ago on top of a 200 metre high rocky outcrop..It is now crammed with restaurants, art galleries and shops, many of which look out over a sheer drop to olive groves, lavender fields and swimming pools sparkling in the sun below.

At Beaucaire Tarason the quaintly-named Hotel Des Doctrinaires (our stay for the night and a 5-course banquet) was once a seminary where nuns were trained.. Our hotel at.Uzes, our next stop, was remarkable for its luxurious swimming pool . A different kind of dip was provided at Pont du Garde, a spectacular.swimming place in a shallow sparkling river beneath the famed, spectacular triple-decker bridge topped by a Roman viaduct..We'd all seen the pictures - now we were there, swimming in it!.At Orange we saw the amazing Roman theatre which used to seat 8 000.. It still does and hosts international opera every summer - including the night we were there.

Another spectacle was a ride to Chateauneuf-du-Pape, the great wine producer. Here we enjoyed an individualised tour hosted by one of France's great cellarmasters, and tasted heavenly wines we never could afford to buy.

The bikes provided were all easy-to-ride hybrids, 21 gears, 2 inch wide slicks on 26 inch wheels,.with a choice of shocks or not..Personal luggage was transported to the next inn, although panniers were available. Helmets were provided but no-one wore them after the first day. It seems that most cyclists in France do not wear headgear, and it's the general rule to ignore "One-way" signs where it's safe to do so. Motorists and police are extremely tolerant and courteous towards cyclists (perhaps they thought we were very late entrants in the TdF.)

Accommodation was in comfortable two or three star inns or hotels, all rooms had ensuite facilities, usually with a bidet - very convenient for washing the feet. No bacon and eggs, but the Continental breakfasts were more than adequate - delicious, crisp French rolls or croissants, jams, butter, a selection of *real* cheeses (Brie ,Camembert etc) cereals, fruit juices, a huge bowl of homemade yoghurt and, of course, incomparable coffee.

Our guide, an extroverted, bilingual.Breton, 24-years-old with blond spiky hair, an irrepressible grin, and a girlfriend in every port of call, told us the first two days would be the hardest..They were!.About 70kms each day, climbing hills which made Church Point look like an easy warm-up spin, in 33 degrees temperature, against a NE mistral strong enough to blow down trees and demolish a car in one village just as we arrived..After that brisk start, the rest of the tour was more leisurely, with plenty of stops at vineyards and local places of interest

The average age on the ride was under 40. No prizes for guessing who survived by extensive drafting behind the leader and a Thorn tandem ridden by a British couple. Speed was moderate to brisk, although on one flat section with a following wind.we averaged 20mph (30km/hr) for the best part of an hour..(All distances were in miles in deference to the UK majority.)

The tour ended where it began, at Avignon where we walked (riding is forbidden) over the historic bridge where.Sur le pont d'Avignon l'on y danse, l'on y danse sur le pont d'Avignon.

Our dance was over, but the memories dance on.

David Bond's tour was with The Chaingang (www.thechaingang.co.uk).which arranges tours to all the main regions of France through Active Travel of Canberra, www.activetravel.com.au. Tel: (02)6249-6122

If David Bond's account of his French tour has left you thirsting for more, try reading Tim Moore's.*French Revolutions: Cycling the Tour de France*, published by Vintage in 2002. In this account of riding the 2000 Tour de France route ahead of the actual Tour de France, Tim Moore combines history of the Tour de France with the story of his own (almost solo) pannier tour..A very enjoyable and amazingly honest account of the joys of touring (yes, he even recounts the bad stuff that no-one usually talks about) and the beauty of cycling in France.

South-West Pub & Vineyard Crawl

Catherine Stuart, Fran and Keith Griffin

For two weeks in September, Catherine, Fran and Keith pedalled a tourer and trikes on a scenic, challenging and increasingly drought-stricken route through southern NSW, from Cowra to Rutherglen and back.

ROUTE

Distance (km)	Destination
78	Boorowa
81	Cootamundra
104	Coolamon
80	Lockhart
117	Rutherglen
	<i>Two rest days</i>
87	Urana
87	Narrandera
71	Ardlethan
81	West Wyalong
116	Forbes
75	Cowra

TERRAIN

The first three days were hilly, and of course extremely scenic. The country was still looking ok, with expansive crops of canola in full flower (and foul perfume!), separated by paddocks of grass which was just losing the green of winter. Between Cowra and Boorowa there were several climbs, but one in particular was a good challenge, and gave us a nice reward with a beaut descent.

The most challenging day, from the point of view of terrain, was Day 2, from Boorowa to Cootamundra. We climbed almost all the time to Harden, but each climb was followed by a lesser descent allowing us some recovery - and the hills were not difficult, though often quite long, and always had several false summits. The canola crops were very yellow against the sky, and we had the company of the white cockatoos again.

At Harden we ate substantial meals (and good hot chocolates!) as we had a feeling that the going was to get tougher... and we were right. The hills now became even longer and much steeper, with bigger downhill between. The



Driver's ute in the long paddock

countryside was glorious and the effort of climbing was well rewarded. We were on very quiet backroads now, and faced a significant navigational challenge, which we passed with

flying colours, of course, although finding our accommodation in Coota later in the day turned out to be non-trivial.

Eventually we reached a monster downhill - Keith managed 82.3 km/hr on this one - his fastest ever! Another big descent followed, with the appropriate climbs in between of course. Finally we reached Coota in good spirits and in good time (about 14:30). Did we mention the hills?

Leaving Cootamundra, we were up high and cycling through beautiful farming country - rich land which shows little sign of the drought, horse studs dotted amongst sheep, cattle and crops. The canola gave way occasionally to lupins which gave the landscape the most amazing colourful patchwork of bright yellow, rich green and pale olive green where the lupins were just starting to flower.

Coolamon to Lockhart was much easier. We began with a few small climbs and one medium one out from Coolamon to reach a high point above and to the north of the Murrumbidgee River. The weather was perfect: cool and sunny with a very light breeze.

Once we got near to the river the crops and the country were showing the signs of drought. South of the river there was very little in the way of crops, and the country looked poorly. Across the river we had a nearly straight and almost flat run of 40 km to Lockhart. After being flat for a while, the road became a series of small hills. The road was very straight, and each time we crested one of these rises we could see the next one, and the next one... the distance between crests was probably about 4 kms. Finally we got over the last one and there was Lockhart.

After Lockhart the road flattened out, in fact it was mostly flat for the remainder of the trip. There were some planted crops along the route this day, but they looked poor and sparse, and in general the country looked quite parched.

The only part of the entire journey to be retraced was the first kilometres from Rutherglen to Wahgunyah and across the Murray to Corowa. At the turnoff a few kms past Corowa we were back on unfamiliar road. The country was parched and very flat and became more so as we travelled north. At one stage the day became surreal as we cycled seemingly uphill into a disappearing road with fuzzy trees and large lakes up ahead. The mirages were

incredible and the scenery was quite other-worldly.

The next day from Urana to Narrandera we climbed very gradually for the first 25 kms! The countryside looked flat and expansive, dry



The Pub in Ardlethan

and covered with pine scrub (casuarina). The dams were empty, and there were some pretty ordinary crops, some with stock already on them. Times are clearly not good here.

After passing Lake Coolah, a low lying area with not a drop, just some dry grass, we climbed some long but not steep hills skirting the Narrandera ranges. This was wonderful country for cycling. This was also the day we had to cross a creek which, on our map, had two ends and didn't flow into anything. We never saw a creek of course...

Leaving Ardlethan, we began with a slight climb out of town, a thing to which all touring cyclists must become accustomed! In fact we climbed for 15 kms or so, in quite picturesque scenery. As we approached West Wyalong, the country now became very dry and parched looking and covered with dry mallee, which is low growing and spindly, lots a leaf litter but no actual ground cover. We had the rolling rises like the ones near Lockhart, but these were steeper and closer together.

Between West Wyalong and Forbes, there are some modest climbs, some long flat stretches, then once we turned off the Newell Hwy the road took us through some lightly undulating and country which was most attractive, even in drought conditions.

The route from Forbes to Cowra was quite flat, except for the hill near Gooloogong leading up to the Billimari turnoff.

WEATHER

Gorgeous! The only rain was on one of our rest days, making a great excuse to go by car with some friends to the Milawa cheese factory and some wineries.

The main feature of the weather was wind, which hurt us most on the Cootmundra to Coolamon day. In fact it was a galeforce headwind, and at times we were struggling to

Chain Mail

do 15km/h on the flat. It was exhausting, and we all overdid it that day. We did have the full complement of tail and cross winds on the other days however.

Mostly the mornings were cool, warming up to comfortable cycling temperatures quite quickly. The only really hot day was from Ardlethan to West Wyalong, which prompted us to carry 5 litres of water each the next day, as there were no places to get water.

ROAD CONDITIONS

Well, we weren't in Sydney!

We did very little distance on main



Rainbow in Rutherglen

roads, and some days we saw only a few cars. Everywhere the drivers were very courteous, often waving to us, never abusive, and even interested enough to stop and talk to us. In the bigger towns, however, the road culture changes subtly, so that as a cyclist one begins to feel like potential bumper bar fodder again.

Wonderful! The crossing of the Murrumbidgee has been sealed! This we guessed as the number of trucks on Millwood Rd was far too high... two years ago there was very little traffic on this road, but today it had many trucks and other vehicles. It did make the crossing much easier though.

Our longest stretch of main road, 50kms on the Newell Hwy, was like riding on the M2. The shoulder was wide, and mostly in good condition, but the traffic was heavy, fast and noisy. Here they didn't wave to us, it's interesting how drivers' attitudes are affected by the size of the road and the presence of lots of other vehicles.

ANIMALS AND PEOPLE

There were two brown snakes, the first seen only by Fran. There was a piece of bark on the road, but where did it come from - no trees around. Then it moved... from a respectful distance she watched it slowly cross the road and slip into the grass.

Keith saw a jew lizard, and we all saw a shingle-back lizard and two goannas, one of which posed nicely up a tree for photographs.

A kangaroo followed us for several kilometres near Urana, bounding ahead of us, then waiting until we caught up. Then there were the emus on the side of the dam that only Fran saw - dunno where Catherine and Keith were looking, they weren't half obvious!

For the first three days the birdlife was prolific. White cockatoos discussed our presence in deafening tones, and we saw quite a few of the superb parrots for which the Boorowa area is noted. These are endangered, and unfortunately there were many dead on the road.

The Lachlan Valley Way near Forbes was unusually quiet though, as the lagoons from the river were dry, so the usual population of parrots had gone somewhere else. Everywhere the most common birds were the white winged choughs and various kinds of small hawks.

People we met included a guy in Boorowa riding a Greenspeed trike (with very flat tyres), the dog at the pub which insisted that Catherine shouldn't have her shoelaces done up. Then there was the little girl in Rand, who pointed out her pre-school (no school today, teacher is off sick), told us all about her dad who is the local policeman. She is probably the only kid her age in the town, which is why she had nobody to play with.

Things are clearly not good for the farmers. We saw several drovers on the last three days of the tour. One couple had been camped by the non-

existent lake near Narranderra for seven weeks. They were just about to go back home for a three week holiday because a storm had put some water in their dams. Then they were going to return. The council had just dug a new dam beside their campsite, and had named it after them! Near West Wyalong, Fran was stopped by a drover who was fascinated by the trikes. This guy turned out to be the brother-in-law of Fran's father's friend and neighbour in Cowra! Small world.

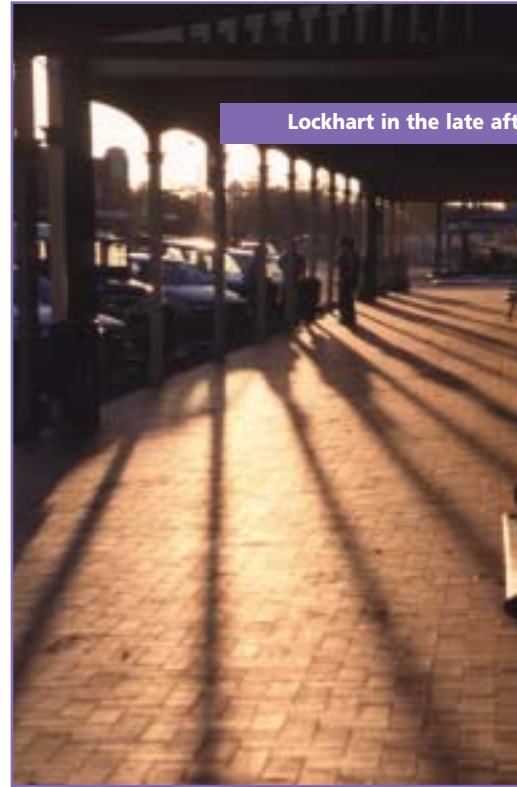
In Forbes we had pre-arranged to meet up with another cycling group and after making contact by mobile phone we joined them in a pub for a drink and to tell lies about our respective trips. They had done a round trip based in Forbes and taking in Eugowra, Canowindra, Cowra and Grenfell. The next morning we met having breaky at the bakery in Forbes before we left, we jokingly said see you in Gooloogong, since they were driving back to Canberra. We got there before they did!

FOOD

Yummm! The most important thing when riding a long way is something nice to nibble, or rather, gobble. It is also impossible to carry too much water.

Our only gastronomic failure was in Coolamon. After a horrendous day being flattened by the relentless headwind, dinner was a disaster. Neither pub did a meal, the Bowling club was closed so that left the hasty tasty - fish and salad and some bread. Certainly not gourmet, but it was food. Keith had overdone things a bit and passed out in the shop, but he recovered ok. We had all overdone it, and had probably dehydrated a little, so none of us could eat all our dinner.

We felt good at the end of this tour, not worn out as we have on previous tours. This time we had carried more food, and eaten more of it in the early part of each day, this proved to be a good strategy. Mostly we had sandwiches, bananas, sometimes biscuits or slices, dried fruit and nuts, and some dark chocolate for a quick boost when we were flagging. We also drank oceans of water. We ate bigger breakfasts than normal, and the



Lockhart in the late afternoon

first thing we did at the end of each day's ride was to find

somewhere to have afternoon tea. We also avoided having rich dinners before riding days. We also find that a gentle stroll around town in the late afternoon works wonders in relaxing the muscles and helping to recover for the next day.

TYRES

Take a tip from Catherine, don't try and squeeze

some extra life out of your tyres on a two week tour. Cycling on a front tyre that's falling apart really slows you down! Well, at least it wasn't the back tyre and she only cycled on it for about a day and half.

MAKING CYCLING BETTER Advocacy

10 myths about bicycle advocacy

Catherine Stuart and Carolyn New

MYTH 1 - ADVOCACY IS ANOTHER WORD FOR WHINGING

Advocacy is about working with other people to make things better for cyclists. It isn't about whinging. Whinging rarely achieves anything.

MYTH 2 - YOU NEED SPECIAL EXPERTISE

Not really. There are many different ways to be involved in promoting the interests of cyclists. The possibilities include: writing letters about cycling issues to your local newspaper; raising issues on the Bike North email chat list; writing submissions; helping out at the Bike North stall at festivals; going on saddle surveys; or taking the time to cycle in your local area and getting to know it really well.

All of these are better than raving drunkenly at dinner parties about what a bad deal cyclists get.

MYTH 3 - IT TAKES UP LOTS OF TIME

Just doing one thing a year, like going on a saddle survey or writing a letter to local newspaper, is more use than doing nothing at all..If that's all you've got time for, that's fine.

MYTH 4 - YOU HAVE TO BE A MEMBER OF THE BIKE NORTH EXECUTIVE

Any Bike North member can get involved in Bike North's advocacy activities..At the moment, there are more opportunities for getting involved in advocacy projects than Carolyn New, the Bike North Advocacy Officer, can find people for..Some of these projects aren't even in the local government areas covered by Bike North! If you think you might be interested in getting involved in something, give Carolyn a call on 94381903 or send an email to carolynn@ihug.com.au

MYTH 5 - THERE'S A WORKING GROUP THAT LOOKS AFTER MY AREA

The Working Groups can't do it alone..They need input from other cyclists living or working in the area. Also, they don't mind if new people start coming to their meetings. Mind! We'd love to see you.

MYTH 6 - IT'S THE JOB OF BICYCLE NSW

Well this isn't totally untrue. Advocacy is one of the main roles of Bicycle NSW but it focuses on State-wide issues and mainly lobbies State government agencies such as PlanningNSW and the RTA.

Bicycle User Groups such as Bike North focus on advocacy in local government areas. So, when it comes to questions like the best location for a new bicycle path in Epping, it's Bike North members that need to get involved.

MYTH 7 - COUNCILS AREN'T INTERESTED IN WHAT CYCLISTS HAVE TO SAY

Councils have to balance the interests of all members of the community.. This means they can't always do exactly what one section of the community wants - even if they are cyclists. But the more cyclists they hear from, the more they see we simply are part of the community, not just a special interest group.

The best time to influence a council is in the planning stages of a project (or even better helping them think of the project in the first place)..This is the time when the council is actively seeks input from all members of the community. It works out who needs to be included in later consultations from the response at the planning stage..If cyclists show an interest in a project early on, chances are they'll be included in consultations through-out the project..If you wait until the day before the cycle path starts being laid to have your say expect to be disappointed!

MYTH 8 - ADVOCACY DOESN'T ACHIEVE ANYTHING

Sometimes it feels like the talk will go on forever, but results do eventually happen..Completed projects Bike North has been involved in include the John Whitton bridge crossing the Parramatta river at Meadowbank and the path through Brown's Waterhole.

In a few years time, cyclists using the roads around the new Lane Cover tunnel or commuting near the Chatswood to Parramatta rail-link will benefit from the hard work that Bike North members are putting in right now.

MYTH 9 - YOU HAVE TO MAKE CYCLING YOUR ONLY INTEREST

Promoting cycling doesn't have to take over your life. Just simple things like not being afraid to tell people you are a cyclist can make a big difference to the way people think about cycling.

MYTH 10 - ADVOCACY IS REALLY BORING

Only if you rave drunkenly about it at parties - and then its other people that will be bored!

Suing for potholes: more changes to the law

The laws governing road works carried out by roads authorities, including local councils and the RTA, are set to change again..The Civil Liability Amendment (Personal Responsibility) Bill 2002, currently on its way through Parliament, contains a swag of proposed changes to the law of negligence conceived in the wake of the recent public liability insurance 'crisis'.

One of the changes that will occur, if the Bill becomes law, is that roads authorities will only be liable for harm that results from a failure to carry out road works, if they had already been made aware of the problem before the injury occurs.

This change is intended to reverse some of the consequences of the High Court's May 2001 judgments in Brodie v Singleton Shire Council and Ghantous v Hawkesbury City Council..These judgments found that the law of negligence applies to road work to carried out by roads authorities and, therefore, that roads authorities have an overarching duty to ensure that roads are safe for road users.

Under the changes contained in the Civil Liability Amendment (Personal Responsibility) Bill the law of negligence will still apply to roads authorities. However, their duty of care will be limited to situations where they have 'actual knowledge' of a risk that could result in harm..

This means that it will be more important than ever to let the RTA and councils know about potholes and other aspects of roads that are dangerous for cyclists..So keep on taking those photos, filling in hazard cards and writing to councils and the

KNOW THE RULES

Rule 245 Riding a bicycle

The rider of a bicycle must:

- (a) sit astride the rider's seat facing forwards (except if the bicycle is not built to be ridden astride); and
- (b) ride with at least 1 hand on the handlebars; and
- (c) if the bicycle is equipped with a seat, not ride the bicycle seated in any other position on the bicycle.

Bicycling Achievement Award

Carolyn New

The Cycling Promotion Fund, an initiative of the Bicycle Industry Association, has announced the Bicycling Achievement Award for Contribution by a Politician has been given to Kate Lamb, Deputy Mayor of City of Willoughby.

Kate has a long history of working with local cycling advocates towards our common aims in the areas of sustainable transport, equitable access and preservation and enhancement of open space. She was instrumental in facilitating the development of the system of shared paths through the Willoughby parks, that many of us have had the pleasure to ride. She has continued to make a significant contribution towards many local cycling issues and achievements.

While initially Kate was what she terms a 'fellow traveller', in more recent years she has discovered the joys of cycling herself and is often seen wheeling her way to the latest 'site inspection' or finding her way to one of her favourite marketplaces all over Sydney. Many will also have had the pleasurable experience of chatting with this friendly and welcoming individual on many a Bike North Ride. A truly delightful person, we in Bike North and in Willoughby couldn't think of anyone more deserving for this award. Congratulations Kate!

October 2002 Saddle Surveys

Two of the scheduled saddle surveys went ahead on Saturday 26 October, despite extremely challenging weather conditions.

The Ku-ring-gai survey team did some off road cycling to test options for a route from Gordon to De Burgh's Bridge, via the Blackbutt Creek fire trail and Lady Game Drive.

The Hunters Hill survey focused on gathering material to support future submissions to the Council about cycling facilities. The survey covered both existing problems and ideas for the future, linked to the Hunters Hill Bike Plan.

The information gathered from these surveys will no doubt enliven Working Group discussions in the coming months. Thank you to everyone who turned up on the day or contacted a ride co-ordinator beforehand with comments or suggestions.

WORKING GROUPS

Ryde

Wayne Spencer

Bike North is looking for a volunteer to coordinate with Ryde Council on the production of a map of cycle routes within the local government area. At this stage we are just trying to get this project off the ground. If you are interested please contact Wayne Spencer on 9874 6977.

Diary Dates

Sunday, 1 December 2002 - Bike North Christmas Brunch

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 Turramurra at 10.00am. The park has grass, some shade, kiddies playthings and toilets..Bring everything that you need for a picnic brunch (there are 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 Turramurra with Graeme Edwards 9476 3624**
- **South From Meadowbank via Eastwood with Michael Chow 9874 1461**
- **East From Chatswood via Lane Cove Park with Yaffa Gould 9966 9262**

- **West From Carlingford via M2 with Pam Kendrick 9872 2583**
- **North-west From Pennant Hills by MTB with Kin-Yat Lo 9980 7143**

31 January 2003 - Bike North meeting

In the first general meeting of 2003 (yes, hard to believe isn't it?), we will vote on a special resolution to approve Bike North becoming an incorporated association and we are hoping to convince two old Bike North friends to put on a "a slide night" about their cycling adventures across the Nullabour.

Full details of the special resolution to be put at the meeting are contained in a notice elsewhere in this Chain Mail or in a separate notice mailed to you. It is important that members take the opportunity to apprise themselves of this important development in the life of Bike North and make their views known at the meeting.

Just to add a sweetener to the night's otherwise boring proceedings, we are working to see if Doug and Steph are available to give a full, interesting and hopefully humorous account of their adventures riding from coast to coast on two Dutch recumbents named Elvis and Roxanne.

The meeting will be held at 7.30 pm on Friday, 31 January 2003 at Macquarie University Sports Association upstairs meeting rooms. The best access to the Uni is from Culloden Rd near the corner of Waterloo Rd. Please remember that a fee applies for parking in the Uni grounds.

Bike North Bicycle Maintenance Evening

LEARN HOW TO FIX YOUR BIKE FOR FREE!!!

Bike North will be holding the maintenance evening at Turramurra Cyclery early in the new year.

This maintenance evenings is aimed at the beginner level of bicycle maintenance, although if time permits some of the more complicated maintenance tasks may be covered.

Special maintenance courses will be run in the future to cater for intermediate and advanced maintenance activities.

The numbers on the evenings will be strictly limited so that everyone has an equal opportunity to get as much as possible from the night..Of course you must be a Bike North member to attend.

The evening will be run by a fully qualified bicycle mechanic. So come along and learn how to fix your bike..See how the professionals do it, then give it a go yourself.

The intention is for you to bring your own tools and bike along and work on it as you learn. If any new parts are required for your bike then they will be available at a discount rate on the night.

Remember, there is a strict limit on the number of places available on the evening, so places will be assigned on a first come first served basis. For those who missed out on the maintenance evening in October, you do not need to re-apply as you are already on the list for the next evening. If you are interested please contact Graeme Edwards on 9476-3624 or graemee@idx.com.au with your details.



Bike Maintenance Evening

Sue Cook

I would like to thank Bike North, Graeme Edwards and especially Turramurra Cyclery's Mark and Nathan for a very interesting, informative and enjoyable evening.

Sue's bike was selected as the maintenance example, Mark guided us through a step by step check up that all bikes are subjected to when in for a service. We then performed the check up on our own bikes. After tea and coffee we were able to ask our two experts for advice on any problem that was discovered during the course of the inspection.

By the end of the evening Sue's bike was as mechanically sound as the day it was purchased. Thanks again for a great evening. Trevor Roberts I would like to add my thanks to the organizers for a fun way to learn the basics of bike maintenance and encourage anyone to attend when the next course is held.

Tyres: Part II

Graeme Edwards

What makes a good tyre? Following on from the discussion about tyres in the last chainmail I will look at some of the other facets of tyres and their construction. First I'll pose a question. What is the purpose of a tyre? If you answered something like "It converts the energy produced by the rider into forward momentum", then you

would be pretty close to the mark. If you think about forward momentum, you will see that the humble tyre is the last item in a series of mechanical devices providing the driving forces from your legs to the road. It is the point where all the effort produced by you, the rider, comes into contact with a large immovable object, the road.

EFFICIENCY

It would be a pity if a large portion of your effort and energy were lost at the final stage of the process. This is why it is important for tyres to be efficient. To be efficient the tyre must transfer as much of the energy as possible to the road with minimal loss. There are several factors that can cause inefficiency, but by far the most critical is tyre inflation. You can have the most expensive, highly rated, factory tested tyre that can be purchased this side of the black stump, but if you fail to inflate it to the recommended pressure then all the efficiencies of the tyre will be lost. This not only makes it more difficult to ride the bike, but you have also wasted your money. Other items that effect efficiency are the diameter of the tyre and the tread pattern. A large diameter tyre is less efficient as the sidewall distorts under load, refer to the October 2002 Chain Mail where the merits of various tread patterns were discussed.

COMFORT

It is all well and good to have a very efficient tyre, but if you are going to spend all day in the saddle then you will want some degree of comfort. Comfort comes down to two things, suppleness and absorption. Suppleness refers to the tyre's ability to absorb surface irregularities without affecting performance, and is primarily a function of casing design. This means that a very supple tyre will roll along absorbing the small bumps and provide a comfortable ride but at the cost of efficiency. On the other hand a tyre with a well constructed casing will be supple enough to absorb the little bumps yet still be efficient.

Absorption, on the other hand, is the tyre's ability to absorb shocks without transmitting them to the rider, and is a function of a tyre's cross-sectional width, air volume and pressure. A large diameter tyre, correctly inflated, will provide a deal of comfort to the rider. The trade off is that there is a loss in efficiency. The smaller the diameter of the tyre the more efficient it becomes. Of course all this efficiency is lost if the tyre is not correctly inflated.

RESISTANCE TO PUNCTURES

It could be argued that resistance to punctures is the most important factor when it comes to tyres. What does it matter if a tyre is efficient and rolls smoothly cutting a minute or two off your regular training ride or commute if you end up spending ten minutes each time you go out on the road fixing a puncture. There are two types of punctures, a pinch puncture occurs when the inner tube is pinched between the edge of the rim and the tyre, also known as "snakebites," because of the double holes in the tube that are characteristic of this type of puncture. Then there is the more common puncture caused by road debris, like glass, nails and thorns. These objects left on the road by inconsiderate motorists, drunken louts and ruthless vegetation, pierce the tread and casing of the tyre leading to the inevitable flat.

So what makes a tyre more resistant to punctures? Correctly inflating the tyre to the recommended pressure marked on the sidewall will significantly improve a tyre's resistance to pinch flats. You will still have to watch out for that large pothole but the smaller lumps and bumps should not cause you any problem. A thicker tread, or reinforcement under the tread will improve the puncture resistance of a tyre, as will a high thread count in the casing that makes up the tyre. A number of tyres available for sale today come with a Kevlar belt under the tread. This belt is made of woven Kevlar with more than 100 threads per inch thus giving the tyre a high degree of puncture resistance.

DURABILITY

So you now have a tyre that is not too big, not too small, has the right degree of comfort for the riding you, do but how long will it last? The durability of a tyre comes down to three things:

The rubber compound of the tyre

The casing design and

The puncture resistance

The rubber compound used in any tyre is a compromise between longevity and grip. Harder compounds offer high mileage, usually at the expense of traction. Softer compounds have loads of grip, but typically wear out faster. (See the discussion about these factors in October 2002 Chain Mail). For the casing design, the higher the thread count (measured in threads per inch) in a tyre's casing, the more resistant it will be to impact damage from rocks and other obstacles. As for puncture resistance, thicker treads, reinforcements under the tread, and higher thread counts all contribute to a tyre's ability to resist punctures that can damage the casing. One way to find out how durable a tyre is is to talk to other riders and ask them how many kilometres their tyres have done.

If no one has the type of tyre you have been looking at, check what the manufacturer has to say about the rubber compound and the thread count. These can be good indicators as to a tyre's durability. Of course the other option is to buy them and try them out, then send in your results to Chain Mail so others can benefit from your experience.

So what does make a good tyre? A good tyre is one that has a good casing design to keep it supple with a high thread count to make it puncture resistant and improve durability. It will be made with a good durable rubber compound that will grip the road in all conditions without being too soft. It will have a Kevlar belt between the tread and the casing to improve puncture resistance and will ALWAYS be inflated to the correct pressure.

TYRE SIZING

It is a good idea to buy the right sized tyre for your bike. The bike shop staff can always assist you with this, but it is nice to be able to pick a tyre off the shelf all by yourself.

Road tyres: Nearly all road and hybrid bikes sold in Australian bike shops use what are commonly known as "700C" tyres. The number refers to the approximate outside diameter of the tyre, in millimetres. The "C" indicates that it has an inside (or bead-seat) diameter of 622mm. In Europe, there are also tyres with "A" and "B" inside diameters. The width of a 700C tyre is also expressed in millimetres, so a 700Cx23 tyre

is 700mm in diameter, by 23mm wide. Prior to the adoption of the international standard for tyres, the tyres and wheels of all bikes sold in Australia were measured in inches, i.e. 27x1, and some inexpensive bikes sold through discount stores still use this system. Even though a 27-inch wheel and a 700C wheel appear similar in size, their tyres are not interchangeable.

Mountain bike tyres: While metric sizing standards for off-road tyres do exist, mountain bike tyres are more commonly known as "26-inch" tyres, though that number refers neither to the diameter of the rim nor that of the tyre. Section widths of mountain bike tyres are also expressed in inches, so a 26x2.1 tyre is nominally 2.1 inches wide. ETRTO markings: The European Tyre and Rim Technical Organization has attempted to standardize the various marking systems used internationally, but widespread acceptance of the ETRTO standard has been slow in coming. The ETRTO system consists of two numbers: 50-559, for example. The first number (50) is the nominal section width of the tyre, in millimetres. The second number (559) is the inside diameter of the tyre, also in millimetres. The standard ETRTO diameters for tyres sold in Australia are 559mm (mountain bike) and 622mm (road bike).

ETIQUETTE

So now you understand tyre sizing, casing construction and the finer points of Kevlar belts and rubber compounds, but all this is of no use to you if you do not know how to correctly place a tyre on the rim. Even a complete novice to tyres can look the part with this simple rule; locate the label centred about the valve and facing to the right. If you follow this simple step you will always look the part regardless of how much, or little, you really know about tyres. [Ed: if you really want to look the part, refer to August 2002 Chainmail, *Æsthetes and Athletes.*]

My Commute

Wanye Spencer

Cold, cracking morning..Helmet, gloves, pannier..Lock garage door and I'm away up the drive..Don't forget to reset the cycle computer..Down the street, just cruising down hill..Past the shops at West Ryde, just a little bit of effort up the hill and I get to the stop sign..Look both ways, avoid putting a foot on the ground if possible..Turn right and down the hill to Victoria Rd.

OK its illegal, but its fast..Straight across at the T-intersection and onto the footpath on the other side..Twenty metres on the footpath and I'm onto a backstreet heading south..Look at the average on the cycle computer, its showing 18 as I go up the slight incline, that's not too bad, the first bit is slow and it will pick up.

Left down a steep hill, lean over for the right hand bend, fast because I know the corner, but not on my limit..More downhill.

Left onto Constitution Rd..This is a steep narrow pinch, I take the lane and sit in the middle..The car drivers will have to wait for me here..I give it everything..The cycle computer is now showing 19 km/h..Over the railway line and right out of the traffic and down onto the John whitton bridge, shift into the big ring..

Bikelane on one of the secondary roads through Concord



There are a few tracks from other cyclists here already..Thump, thump, thump..I move left so that I am riding on the line of locating bolts for the bridge deck, the sound disappears..Pedestrians ahead in the middle of the path, they are walking away and so are unaware of my approach..I move right off the line of bolts, thump, thump, thump....The pedestrians hear me and move left..I pass them.

Right onto Blaxland Rd in Rhodes..Up the hill and over the other side, I coast, take a drink..Past the shops and parked cars.

Concord Rd..The lights go green..I turn right but go up onto the cycle path..The cycle computer now shows 22 km/h..Left into the park..I cruise downhill.

Now into the backstreets..Past Concord Hospital and into the bikelane..Watch out for this cross road, it is often busy..

Bikelane on Lyon's Rd West at Concord



Downhill the cycle lane moves onto the footpath..I look over my shoulder, its clear, I move right into the traffic lane..Left at the

Chain Mail

roundabout..I crank it up on the flat..The cycle computer say 23 km/h.

Onto Lyons Rd west via a back street..The entrance is closed to motor vehicles but that doesn't stop me..In the bike lane..I crank it up on the flat, sitting on 35 km/h..There are



Castlereagh St while waiting for the traffic lights

some other cyclists 200m ahead. I won't catch them but I'll try..The bike lane ends, roundabout approaching..Look over my shoulder, there is traffic..I signal right and move across slowly to take the lane before the roundabout..Straight across and onto a short hill..There is more traffic in front of me so I stay in the middle of the lane and keep with the traffic to the next roundabout at the top of the hill.

Signal right..Look at the approaching traffic, make sure they've seen me..Turn across them. Left into a back street. Cross North Rd, Five Dock..Barnstaple Rd.

Henley Marine drive..Walkers on the Bay Run so I stick to the road..Lights with City

West link, up onto the cyclepath. Nice water views here..I cruise and enjoy the view.

Lillyfield Rd, chance for a workout up the hill..The bike lane is dangerously close to the parked cars so I ride in the traffic lane..The lights at the top are red so I grab a drink and take a breather..Two other cyclists run the red..The lights go green, I go.

Downhill, parked cars..Take the traffic lane, the bike lane is too narrow to be safe.

Anzac Bridge..There he goes again, how does he ride so fast?.No toe clips, poor style and he passes me every morning..That's alright, he passes roadies too.

Into Pyrmont, past the morning coffee drinkers at Union Square. Across Darling Harbour, dodging the pedestrians and other cyclists on the pedestrian bridge.

The lights

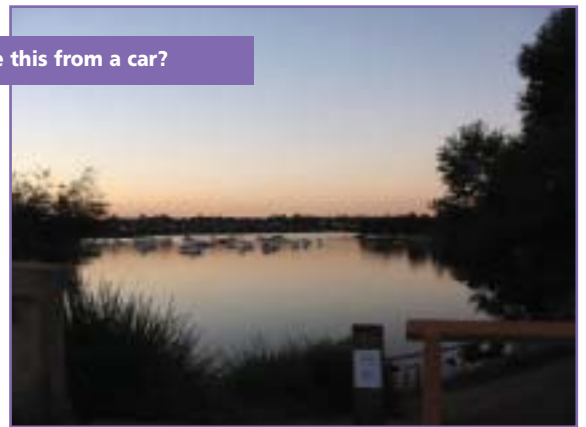
Would you notice this from a car?

go green..Its a drag race up the hill on King Street..Three other cyclists and me in the left lane, many cars in the other lanes..If I go fast I can make the lights at the top of the hill and get straight through to Castlereagh St.

If I can catch a break in the traffic I move right, then swing right onto Castlereagh..From here I'm in the bus lane..I'm mostly as fast as the other traffic along here anyway.

The lights go green, I cross Park St and then swing into the left lane..From here it is all downhill, down the driveway to the bike parking located under the building in which I work..Swing hard left at the bottom of the drive and cruise into the bike parking area located behind an air conditioning unit..It has taken me about 58 minutes from my driveway, it takes roughly 45 on the train.

Lock the bike, grab my pannier and hit the showers..In another 15 minutes or so I'll be at my desk ready for work..Yes cycle commuting is mostly slower than the alternatives but I've squeezed in nearly an hours riding for a total time cost of about 20 minutes (assuming I would have had a shower a home anyway)..Plus I love the ride in and you are guaranteed a seat on your bike!

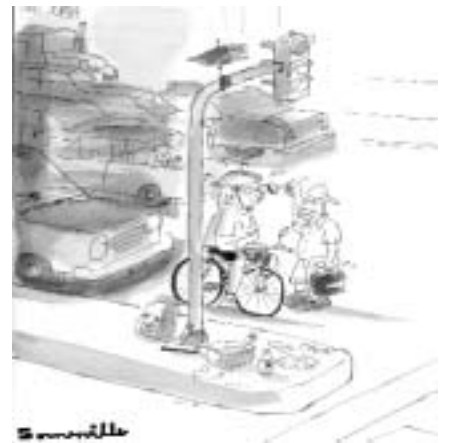


2003 Somerville Bicycle Cartoon Calendars for sale

Legendary cycling cartoonist Phil Somerville is self-publishing his first calendar of Bicycle Cartoons for 2003. As the more or less resident cartoonist for Australian Cyclist magazine for the last 10 years odd, Phil has built up a devoted following among readers.

Anyone with a love of bicycles and all things cycling will enjoy this calendar. It has mostly all-new previously unpublished cartoons on bikes, touring, motorists, cities, signs, mothers, gender stuff and a touch of virtual reality thrown in. It boasts all major holidays and bike events with sparkling design, featuring big pidgeon-hole layout for people to write plenty of their everyday stuff down. To maintain modesty of price, it is printed on heavyweight matte art paper in glorious black and white. But, as Phil says, the humour is all colours.

Bike North is supporting Phil in his venture by purchasing 30 of the calendars, although if demand is strong we will consider a second bulk purchase. If you would like to purchase one of these calendars at \$16.50 each (postage extra), please contact Michael Chow - mchow@cch.com.au, 98741461; or any Bike North executive member.



The calendar will also be available for purchase at the Bike North Christmas picnic and on selected Bike North rides.

December 2002

Date: Sun 01/12/2002

Ride: Christmas Brunch
 Grade: Easy Medium Distance: 15
 Group: Bike North
 Contact: Bike North Special event,
 Starts at: Various. We are again going to have a BYO picnic brunch at Auluba Reserve cnr Vernon St and Kissing Point Rd, South Turramurra. 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 a number of easy/medium rides from different directions (Hornsby, Meadowbank, Chatswood, Carlingford) 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.

Date: Sat 07/12/2002

Ride: Botany Bay Bacon
 Grade: Medium Distance: 65
 Group: Bike North
 Contact: Eric Middleton, 9958 2546
 Starts at: 07:30. 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: Sat 07/12/2002

Ride: Meadowbank to Millennium Markers
 Grade: Easy Distance: 28
 Group: Bike North
 Contact: Col Lambert, 9637 0746
 Starts at: 07:30. 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 07/12/2002

Ride: Go Wollongong Wandering
 Grade: Easy Medium Distance: 50
 Group: Bike North
 Contact: John Williams, 9988 4478
 Starts at: Travel by train to Wombara for a fairly flat, very scenic coastal ride to Oak Flats, mostly on cycle ways. Lunch at historic Windang Bowling Club. Phone for details.

Date: Sun 08/12/2002

Ride: Ticket to Ryde
 Grade: Easy Medium Distance: 31
 Group: Bike North
 Contact: Ross Thomas, 9481 0724
 Starts at: 08:00. 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: Sun 08/12/2002

Ride: Brekkie at Bayview Marina and Brunch at Akuna Bay
 Grade: Hard Distance: 95
 Group: Bike North
 Contact: Phil Johnston, 9312 3319
 Starts at: 07:00. Starts at St Ives car park Mona Vale Rd [opposite Stanley St.], via Duffy Forest, West Head, with Brekkie at Bayview Marina Café. Return straight to St Ives [85km - ETR 12:10pm] . Or via Akuna Bay for Brunch, thence St Ives [95km - ETR 1:45pm].

Date: Sat 14/12/2002

Ride: Bays and Foreshores
 Grade: Easy Medium Distance: 33
 Group: Bike North
 Contact: Michael Chow, 9874 1461
 Starts at: 07:30. Meadowbank Wharf. Ride to Gladesville Bridge, then follow the bays and foreshores around to Concord for a coffee stop.

Date: Sat 14/12/2002

Ride: Christmas Lights by Bike Lights
 Grade: Easy Distance: 30
 Group: Bike North
 Contact: Kevin Mason, 9868 2904
 Starts at: 18:30. Meadowbank Wharf. Ride through Concord via John Whitton bridge to Halliday Park Five Dock where we will have a byo picnic dinner in the park at dusk. Marvel at the array of lights in the immediate vicinity before regrouping to return to Meadowbank a similar way. Bike Lights Essential

Date: Sun 15/12/2002

Ride: Pie in the Sky
 Grade: Medium Distance: 38
 Group: Bike North
 Contact: Graeme Edwards, 9476 3624
 Starts at: 08:00. 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 21/12/2002

Ride: A to Z and Beyond
 Grade: Medium Distance: 30
 Group: Bike North
 Contact: Rick Mockridge, 0418 284 052
 Starts at: 07:30. 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 22/12/2002

Ride: Two National Parks
 Grade: Medium Hard Distance: 55
 Group: Bike North
 Contact: Keith and Fran Griffin, 9351 1253
 Starts at: 07:00. Beecroft Station (western side) Ride to Hornsby and then to Bobbin Head, up the other side to Turramurra and then onto the Pacific Hwy. Down the hill in Grosvenor Rd to Lane Cove River park, then return to Beecroft via the M2 and Beecroft Rd. Pace will be brisk. Option to join the ride at Hornsby and get a train back from the end of the ride.

Chain Mail

Date: Sun 22/12/2002

Ride: Yarramalong Manor for lunch -.Wyong Iron Horse
Grade: Hard Distance: 93
Group: Bike North
Contact: Phil Johnston, 9312 3319
Starts at: 07:00. Starts at Hornsby Stn west side, Jersey St Nosh
Stops at Mt White, Peat's Ridge & Yarramalong Manor (lunch) onto Wyong for train home. - ETR 2:10pm

Date: Sat 28/12/2002

Ride: Cowan Calga
Grade: Medium Hard Distance: 58
Group: Bike North
Contact: Graeme Edwards, 9476 3624
Starts at: 07:40. Cowan Stn. Fast paced ride through magnificent Hawkesbury River valley on quiet roads. Return via Brooklyn with a stop for coffee and cakes.

January, 2003

Date: Sat 04/01/2003

Ride: Meadowbank to Millennium Markers
Grade: Easy Distance: 28
Group: Bike North
Contact: Col Lambert, 9637 0746
Starts at: 07:30. 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 04/01/2003

Ride: Twilight on the Harbour
Grade: Medium Distance: 35
Group: Bike North
Contact: Joan Kerridge, 9909 8925
Starts at: 18:00. St Leonards Stn west side. Ride the back roads and cycle ways to Manly and North Head for a BYO picnic dinner while watching the sunset..Then to Manly wharf for a sparkling harbour ferry crossing to the Quay before returning to St Leonards via the Bridge..Bike lights essential.

Date: Sat 11/01/2003

Ride: www.4coffee.u.come.2
Grade: Medium Distance: 46
Group: Bike North
Contact: Ross Thomas, 9481 0724
Starts at: 08:30. Manly ferry wharf Ride up the Wakehurst Parkway to Narrabeen, then Warriewood and return via the beaches. Some cycle ways and main roads with some hills.

Date: Sun 12/01/2003

Ride: Botany Bay Bacon
Grade: Medium Distance: 65
Group: Bike North
Contact: Eric Middleton, 9958 2546
Starts at: 08:30. 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: Sat 18/01/2003

Ride: Pie in the Sky
Grade: Medium Distance: 38
Group: Bike North
Contact: Graeme Edwards, 9476 3624
Starts at: 08:00. 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 19/01/2003

Ride: Parramatta Park Parade
Grade: Easy Distance: 25
Group: Bike North
Contact: Col Lambert, 9637 0746
Starts at: 07:30. Meadowbank Wharf. Ride along the Parramatta Valley cycleway to Parramatta Park. Do a lap or two of the park before coffee at the Wharf Cafe, then return via a similar route.

Date: Sun 19/01/2003

Ride: Big Loop to Lane Cove Park
Grade: Medium Distance: 32
Group: Bike North
Contact: Keith and Fran Griffin, 9351 1253
Starts at: 07:00. Eastwood Station, west side. Ride up to corner of M2 and Pennant Hills Rd on quiet back streets, down the M2 to Lane Cove River Park and return to Eastwood via Macquarie Uni.

Date: Sat 25/01/2003

Ride: Concord for Cake
Grade: Easy Distance: 26
Group: Bike North
Contact: Michael Chow, 9874 1461
Starts at: 07:30. 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. Donit forget your Le Palme cap if you have one!

Date: Sun 26/01/2003

Ride: Cowan Calga
Grade: Medium Hard Distance: 58
Group: Bike North
Contact: Graeme Edwards, 9476 3624
Starts at: 07:40. Cowan Stn. Fast paced ride through magnificent Hawkesbury River valley on quiet roads. Return via Brooklyn with a stop for coffee and cakes.

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.