

# Chain Mail

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

## Bike North Century Challenge



### The Challenge Returns!

In 2002 we held the first BNCC – this year the challenge returns.

There are a few minor changes from last year but the route and format remains the same. The challenge varies for every rider but we hope that you choose to stretch yourself to do things you have not done before.

Some members have not changed a tyre, ridden in traffic, had to navigate or had to pace themselves for a long ride. Some have not ridden 60km, or done a hard 100. For those who have we offer a 160km option for the ultimate fitness challenge. We encourage you to take the Challenge.

The BNCC will be held for the second time on Sunday 4th May 2003. It is quite different from a normal Bike North ride. For each Riding Group, on any of the three distances, you will find the route deliberately strenuous. This is NOT a competitive event! The aims of this event are to:

- provide a ride to challenge the fitness of every member;
- encourage self-sufficient riding and navigation;
- learn cycle routes across the Bike North area.

### Is your bike ready for the Challenge?

To take part in the event you need to bring along a cycle which is in top mechanical condition suitable for the event. It is your responsibility to ensure that the cycle is properly maintained and serviced. We strongly suggest that you have your bike serviced before the BNCC. This year we will

not be requiring riders to pass a bike safety check on the day. This is your responsibility. However we will be checking that you have all the required tools and equipment. See section "What do I bring on the Challenge".

### How will the event work?

The BNCC is only open to Bike North members (of course you can become a member then ride the BNCC). Self selected Riding Groups consisting of 2, 3 or 4 members on at least two separate cycles, will ride together. It is recommended that groups are formed from riders of approximately the same riding ability. The recommended number is 3 because it is easier to find 3 people of the same ability than 4.

Each group must pre-register using the form provided (it is also accessible from our web site) and nominate one of the three distance options. This event is FREE.

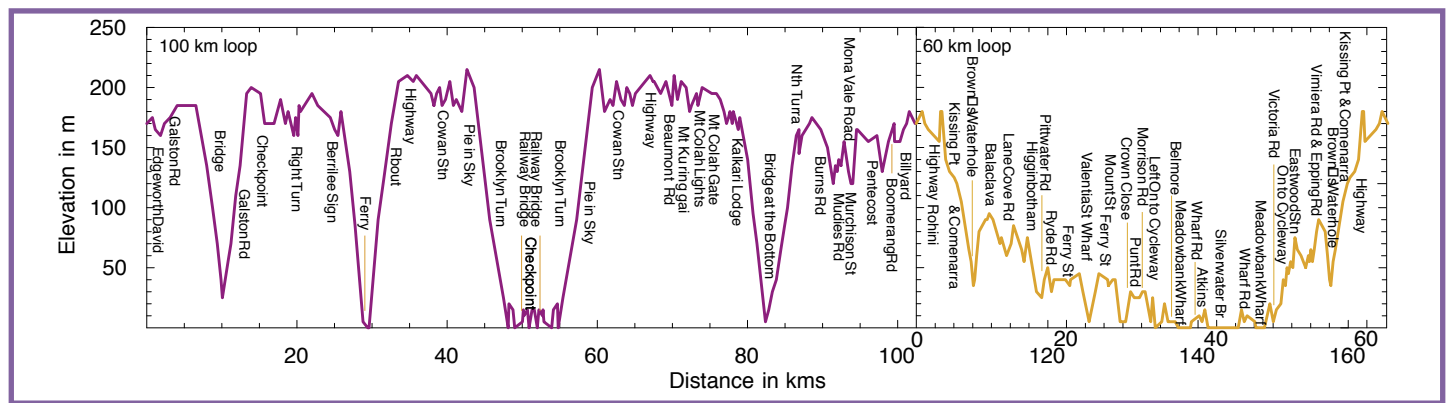
Each Riding Group will start separately and must follow detailed directions to various checkpoints (where the Ride Guide will be stamped). The group must always remain together and no group of fewer than 2 cycles will be permitted to continue in the Challenge. There are no ride leaders or sweeps and there is no on-the-road support so every Riding Group must navigate and be competent to fix small mechanical problems that are likely to occur.

### What are these Riding Groups?

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

Riding Groups will be responsible for finding their way and for dealing with punctures or other minor mechanical problems that arise.

Any problems should be assessed and appropriate action taken. Another problem that must be considered is time remaining to return to the



finish by 5pm. Action may include withdrawing from the event or taking a short cut to the finish. If withdrawing you will need to arrange your own transport via either a lift from a friend or family member or returning by public transport. In this case you must phone in to indicate your intentions.

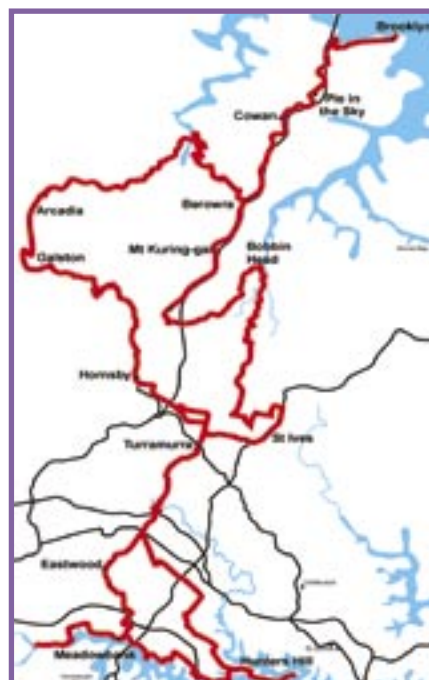
### What Event Material will be Provided?

Participants will receive a Ride Guide which contains:

- General instructions for the event;
- A cue sheet marking all turns with route notes and cautions;
- A mud map giving a rough outline of the route;
- A ride profile showing major climbs and descents;
- A list of possible stopping places;
- A list of possible shortcut/return places;
- Boxes for checkpoint stamps.

### Where do I get Coffee?

There are no designated stops along the route although Riding Groups should plan to stop at checkpoints, parks, or shops from the list shown in the Ride Guide. Participants are advised to stop to rest, refill bottles and to eat snacks or meals as appropriate. Food and drink are an essential part of riding longer distances and participants should bring and/or purchase their requirements as necessary. Participants are also advised to keep the breaks short to avoid running out of time at the end of the day.



### WHERE DOES THE CHALLENGE GO?

The Challenge is an all-day event. The start and finish of each loop is near Warrumbungle Railway Station. Participants can choose one of three ride options with staggered starting times. All Groups must finish by 5pm.

#### OPTION 1. SOUTHERN CIRCLE

- Distance: 63.23km
- Travels mainly through the Hunters Hill and Ryde areas.
- Grade = Medium.
- Probable average speeds: 15 to 20 km/hr.
- Probable overall time: 4 to 5 hours (allows 1 hour stopping)
- Start: Between 9am and 11am.
- Finish: 3pm to 5pm

#### OPTION 2. NORTHERN CIRCLE

- Distance: 102.37km
- Travels via Galston, Berowra, Bobbin Head, Brooklyn and St Ives.
- Grade = Hard.
- Probable average speeds: 20 to 25 km/hr
- Probable overall time: 5.5 to 6.5 hours (allows 1.5 hours stopping)
- Start: Between 8am and 10am
- Finish: 3pm to 5pm

#### OPTION 3. FIGURE 8 OF BOTH CIRCLES

- Distance: 165.60km
- Travels via both circles described above.
- Grade = Very Hard.
- Probable average speeds: 20 to 23 km/hr
- Probable overall time: 9 to 10 hours (allows 1.75 hours stopping)
- Start: Between 7am to 8am. (Must start 2nd loop by 1:30pm)
- Finish: 3pm to 5pm

#### GENERAL

- Checkpoints staffed by volunteers will be located at the extremities of the routes:
- Start/Finish checkpoint is: Warrumbungle.
- 100 km checkpoints are: Galston, Brooklyn and St Ives.
- 60km checkpoints are: Woolwich and Silverwater Bridge.

### WHAT DO I BRING TO THE BNCC?

If you do not comply with the instructions below you may not be allowed to participate in the event.

Each Rider MUST bring a bike that is in mechanically sound condition.

#### EVERY RIDER MUST HAVE:

- helmet, working tail light, water bottle(s), wind/rain jacket;
- suitable pump, spare tube(s), puncture repair kit, appropriate tools;
- cash (to purchase food/drink, make phone calls or buy a train ticket);
- their own BNCC Ride Guide.

#### EACH 160KM RIDER MUST CARRY:

- a headlight (at least for the second loop).

#### EACH RIDING GROUP SHOULD CARRY:

- a basic first aid kit (essential);
- a mobile phone (strongly recommended).

## My Commute

### Keith's routine

Keith Griffin

Its time for bed. I have to be up early tomorrow. Now, what will I wear? Shorts, trousers, and two pairs of shoes are at work already. The shoes are permanently there. So some undies, socks and a shirt is all I need... though it might be good to wear something on the bike as well. Knicks washed last night are dry and ready to wear, jersey the same. Cycling shoes are always at the ready as I wear them more than any other shoes! I need the CD of that software and I need my Palm Pilot, rear and front lights (batteries charged), my wallet, phone and some cash, and my building access cards and keys. All packed in the back pack... not too heavy.

Sleep.

Its 05:00. I can stay in bed another 30 minutes. At 05:45 I wake Fran, having dressed myself in cycling regalia, had a small breakfast and double checked that the back pack contains all the right stuff. Off I go, Fran already back to sleep (she will commute by bike at a saner hour).

I travel very quickly on the M2 in the still morning air. There's a rabbit ahead. Must catch him. I do and he is not pleased as I sail past with a friendly "hello". At its end I divert to Epping road and then up the big hill, Mowbray Rd. It's not so much the first steep climb that's hard, but all the small ones which follow until I reach the Pacific Hwy.

At 06:15 the Pacific Hwy is not aptly named, and later in the day even less so. Nevertheless I speed along, occasionally forced to stop by traffic lights, until I reach the Harbour Bridge. Here I read my average speed for the trip from the trusty computer. Not quite as good as yesterday, but not too bad.

After some interesting manoeuvres in town I arrive at the building (earlier than if I'd come by train!), use my security card to open the car park, and lock the bike to a bubble-wrap padded bike rail. I'm the only person on staff who commutes by bike. The walk to my office calms the legs and I begin to feel the need for more food.

Again, a swipe card opens the gates for me, and I enter the kitchen, fire up my

sandwich toaster, build two sandwiches from ingredients I keep in the fridge, and then get changed while they cook. No need for a shower today. It is neither hot nor humid.

The emails are dull, and I read most of them last night anyway, so I just have to write that new web page I promised to do. Engrossed in this I remember the sandwiches and rescue them just in time. Coffee would be good also. It takes a few seconds to fill the plunger with coffee and boiling water and I'm set.

Times passes and work happens. I change back to my cycling gear and, feeling more spritely than often, decide not to take the train the Eastwood, but to ride all the way home as well. This is rare but always fun.

The bridge is always great to ride as the views are spectacular. The Pacific Hwy is now a ridiculous name. At Chatswood I turn off and take the big fast downhill into Lane Cove River Park. Peace. And another rabbit, but this one's in the undergrowth and not on a bike, much harder to catch. Race through the park, out onto Ryde Rd, then the M2 and I'm home. A beer. Shower.

I bought some vegetables and meat at the shops nearby on the way home and now I can prepare the dinner. Fran arrives with tales of other riders, and even rabbit's tails, on the M2. We eat dinner, open a bottle of wine and think about riding again tomorrow.

Commuting by bike is not about riding, it's a lifestyle.

### My Commute to School with my kids

Ian Houghton

When I became a house-dad, I rapidly became fed up with driving to and fro twice a day to school. The school is 4km from my house, so I was racking up 16km of driving each day, and not enjoying it. As far as I know this is the most inefficient kind of driving in terms of petrol consumption. I've commuted by bike most of my life, and really wanted a cycling option available. After all, short trips are what bikes are really best at. It would get both me and my boys fitter too, as well as be a lot of fun.

Changing this to a bike ride took a bit of planning, and a purchase. My boys are now aged 5 and 7. Their combined weight

and size ruled out trailers or other "passive passenger" devices. I would need either:

- a "triple" (2 wheel rigid bike built for 3, the ultimate family toy for a keen rider but very costly)
- a tandem with a tag-a-long (the set-up used by Bike North member Mark Grimmond),
- a double tag-along.

I opted for the last, it being the cheapest by a considerable margin (cost \$-700). I expected it to be a little tricky to handle, and indeed a test ride showed it needs more balancing and steering skill than for a single tag-along, and far more than for a normal bike, but it was acceptable.

School bags are not designed for cycling, and I've been reluctant to put them on the boys' backs for the ride, so the first part of the job is to pack one of the boys' school bags into the other, so I can carry it on my back - must improve this arrangement, but it suffices.

I find I can leave home at exactly the same time by bike as by car. The journey time is much the same, my slightly lower speed compensated by "delivery direct to playground".

We whiz out of the house, round the corner, and then have to cross Mona Vale road. This is a little tricky, since there is fast traffic coming around a corner - there's a sheltered crossing lane in the middle, but I still have to make sure I'm in the right gear to get the acceleration needed for a safe crossing.

After crossing, we then wind up the revs down the road. Sometimes the boys sing, if not they chat merrily to each other. For those interested, their favourite song is a modified version of "The Wheels on the Bus go Round and Round", with verses of:

"The wheels on the bike go round and round... all day long"

"The boys on the bike pedal really hard ... all day long"

"The daddies on the bike don't pedal hard enough... all day long".

They sing the last verse especially loudly when there are other children or cyclists to hear them.

There are always builders' trucks parked in Mona Vale road: we have to overtake. The

builders used to put warning signs in the road that were a menace to cyclists, completely blocking the inside lane, but I've had a chat with them, and the builders now position their signs so we have just enough gap to pass by unhindered without having to move into the next lane. Similarly I've had a word with the council guy with the verge whipper-snipper, so in future hopefully he'll snip in a direction so stray debris hits our backs rather than our faces as we pass.



We often have to stop at the traffic lights near Brigidine school. The bike is a head-turner, and although we ride most days, there are often girls crossing there who haven't seen us before and turn and point and start chatting about us.

We then start to ride downhill, and usually reach about 40km/hr before we have to put the brakes on for the traffic queue at the Mona Vale /Link road intersection. I've found it is best not to jump the queue in any way, as it is not so easy with a long vehicle, and in any case tends to annoy the motorists, so I sit in the queue and wait my turn. The people in vehicles alongside gawp, and the boys smile back proudly.

After the turn into Link road, we ride past Masada school – as we go by we wave and call “G'dday to the gate security man there; he knows us now, and calls “Good Morning”. Then we zip round the mini-roundabout and build up speed to do the two undulations before the boys' school. A hard pump on the pedals gets us up to 50km/hr at the base of the hill, and we've then enough momentum to get over the top in the big ring at 20km/hr. More firm pedalling gets the speed back up to 45km/hr which gets us up the hill after the second dip. I've found standing on the pedals to do this doesn't feel so good – the bike flexes at the connection for the tag-along, and starts to zig-zag on the road – so I don't do that in traffic.

At the top of the second hill it's a quick flick of the wheel onto the pavement, and we're riding into the boys' school. Sometimes I stay by the gate and see the boys off there, sometimes I ride right into the playground. Overall we average around 25km/hr to school, as the route is mostly flat, with some drops in height towards the end.

Depending on plans and weather forecast for the day, I'll either detach the tag-along, and leave it padlocked at school, or ride home with it. Riding home is pleasant exercise.

The afternoon pick-up journey I sometimes do by car, sometimes by bike. I really enjoy the morning run, but I'm less keen on the afternoon ride. The boys like being picked up by bike though, as they like showing off the bike at the back gate, getting all the attention, and riding off in front of their school mates.

The main problem is the climb to Mona vale road, with heavy traffic. There is a shared pedestrian/bike path, but it is narrow, badly designed and not maintained, which makes it pretty unsafe. I can get to it by crossing the road on foot by a set of lights. The path has lots of loose debris, uneven and split surfaces, sharp turns, bad camber and trees to dodge round (and a double tag-along is not so agile). Pedestrians get in the way, and I have to keep speed right down. The path ends suddenly

at the roundabout leaving me nowhere to go, so if taking this option I usually try to get back on the main road before then at a driveway using a gap in the traffic. I can also ride the uneven pavement on the other side which has blind driveways as a hazard, or ride the main road and hinder traffic with my low speed up the hill. I use the bike path mostly. (There is a back-roads option, but I don't take it as it has several exceedingly steep climbs, as well as being twice as far)

Once past the roundabout, I've got to cross the three lanes of link road in order to turn right. The hill has eased here, and it is rarely a problem – the traffic is usually very accommodating at this junction, and the boys sometimes help me put on a bit of speed here to make it easier.

Then it is onto Mona Vale road for the run home. The busy traffic in the afternoon rarely affects the riding, but it does make it hard to hear what the boys say about their day at school. We are soon home, and if hot we have a swim to cool off. The return journey usually averages around 18km/hr.

So overall, it is worth it. I do ride at least several times a week, but not every day, and more mornings than afternoons. The boys don't always feel like riding, and I take notice of that – if they both say they don't want to ride I'll take the car – but that doesn't happen too often.,

### *Diary Dates*

- Tour de Cowra 18 – 26/4/03
- BN Century Challenge 4/5/03
- BN General meeting 17/6/03

### *Golden Gate Bridge vs Sydney Harbour Bridge*

*Kin-Yat Lo*

#### **Points for the Golden Gate**

- NO STEPS! Ramps onto either end of the bridge.
- Lovely mountain biking and road cycling in Marin County, just off the bridge

#### **Points for Sydney Harbour Bridge**

- The traffic isn't quite as noisy
- There aren't nearly as many @#\$(\*!#\$\*!!! tourists oblivious to cyclists, wandering around on the shared paths leading to the bridge
- Cyclotourists / roadies in training / mountain bikers / family cyclists on a narrow pathway is a bad mix! This doesn't happen so much in Sydney.
- It isn't anywhere near as windy
- The cyclepath doesn't have any obstructions, like Portalooos
- The hills to get there don't seem to be as bad
- They don't throw you off the scenic side of the bridge on weekends so tourists can go wandering on it
- It isn't in America...

# MAKING CYCLING BETTER Advocacy

## *Western Orbital Cycleway*

Representatives of Bike North, CAMWEST and Bicycle NSW were recently invited to attend a briefing session to review the design for the proposed Western Orbital Cycleway.

This cycleway is in the early stages of planning and will eventually provide a continuous cycling facility for close on 40 km from the M5 to the M4 to Old Windsor Road, just shy of the M2, alongside the new Western Orbital Road.

The meeting held on 20 February was an opportunity to find out more about what is planned and provide some input. All in all Bike North is very happy with the broad plans for the cycleway which consists of a 3 to 4 metre shared pathway alongside the freeway with grade separated crossing at intersections. There will also be a bike lane / breakdown lane for that form of cycling which is not compatible with pedestrians. Cycling connections proposed from the shared pathway to existing local roads will also be an excellent basis for the future local cycle networks that will be required as development intensifies around the freeway, as it will. Bike North is pushing three issues strongly as they impact design and such engineering work is so much more expensive when it has to be retrofitted. These are:

- the need to ensure that fast cyclists using the breakdown lane do not have to merge left across traffic entry points (as they do on the M2). This is especially critical at the major M4 and M5 intersections where cyclists will need to cross multiple exit lanes.
- the importance of including the final piece of the facility between Old Windsor Road and the M2 in the project
- the need to ensure that links between the on road facility and local roads are taken into account when designing the cycleway.

## *BNSW Advocacy Workshop*

BNSW ran an advocacy workshop at Cabramatta Leagues Club on Saturday February 15, accessible via an excellent cycle ride from Meadowbank via the Parramatta Valley Cycleway and Parramatta Liverpool RailTrail.

Russell Greig from Western Australia spoke about their 'Cycle Instead' cycling promotional programs. For a few years WA appeared to have lots of money to do extensive surveys of 'why people cycle' and create targeted TV advertisements. These surveys boiled down to two prime targets for cycling: 28 year old women who were looking for increased fitness and health and 32 year old men looking for outdoor and family oriented activities! Market surveys continuing in the years after these advertisements did show evidence of increased cycling activity. WA is well recognised for its forward looking programs to encourage cycling, walking and public transport. For more information on their programs check out the following web address – <http://www.dpi.wa.gov.au/metro/> Of particular interest are their "TravelSmart" and "Cycling" areas.

Also on the workshop agenda was a discussion of Bicycle NSW election policy and management planning. Council management plans need to include items for cycling since 'if it's not in the plan it probably won't happen'. Planning occurs during the period March to April, with public exhibition usually towards the middle of the year. Once on exhibition it is too late for any significant addition to the plan – input is required early!

The next workshop will be a weekend in the Shoalhaven, with good content, social & riding opportunities. Saturday 3 and Sunday 4 May 2003 at M&M's Lodge in Nowra. Contact Jannine Ord at Bicycle NSW – 9283 5200 or [jord@bicyclensw.org.au](mailto:jord@bicyclensw.org.au) to register your expression of interest in attending.

## *New Homebush Bay Cycling Paths*

*Hette Mollema*

On the 6th March 2003, the new riverside shared pathway along the Parramatta River was opened. It connects Silverwater Bridge with the Louise Savage pathway in Millennium Park. Gradually more and more pathways are being opened in the Olympic Park precinct without much fanfare, and more are to follow.

The area is a recreational cyclist's paradise where you can spend a morning or afternoon cycling through bird sanctuaries, admire the mangrove swamps, climb hillocks for the view, listen to frogs, gaze at wetlands with unexploded ordinance and many more attractions. On a nice weekend day you may find more than 100 cyclists over the combined area of Bicentennial Park, Olympic Park and Millennium Park. It is not difficult to do 30 km without riding the same path in the same direction.

In the newly opened section you can sit and gaze at the river or observe the salt marshes. There are interesting historical buildings in the ammunition depot with their earthen blast walls to direct explosions upwards. The entrance gate from 1897 has Queen Victoria's insignia. The narrow gauge railway line of the armory is being restored.

The armory was established when, at the end of the 1800's, the citizens around Sydney harbour were very concerned about the quantity of gunpowder that was stored on Goat Island. Moving the powder to Spectacle Island was an interim step and the Newington armory was established in 1897.

Its main advantage being its remoteness and water transport access. Little did they realize that this is now the demographic heart of Sydney. Having the land locked up for such a long time now proves a great benefit for us, even if it has been a dumping ground for decades. But then again, we can admire the modern industrial technology at work

in solar powered dewatering of the effluent from the dumps.

You can take a loop around Blaxland Common and get a birds-eye view of Silverwater Gaol. Toilets are provided at the Silverwater Bridge end and in the middle. Further extensions are proposed through the Armory. You will find a map on <http://www.sopa.nsw.gov.au/html/SOPMAPS.cfm>

### *The Macquarie Stations: Challenges and Opportunities*

The Macquarie Stations are entirely new stations and will be retrofitted around the existing car dominated business area.

While the railway line, station and concourse will lie deep beneath the surface, station exits are planned along Waterloo Road, one on each side of Lane Cove Road (south west side), and Herring Road (north east side). The question of how travellers will access the exits is problematic given that all these roads are so busy. The idea of the stations was to move people from all over Sydney to this growing employment and educational area, as well as servicing the surrounding residential areas. There's just one little issue, how will they access the stations?

Close by and easily walkable is the residential area of Macquarie Park but also not that far away, at least by bike, are the huge residential catchment areas west and south west of Epping Road in North Ryde, Marsfield and Ryde. These stations will also be easily cycled from areas such as West Pymble, West Gordon and South Turramurra, in some cases with grades far better than heading for the North Shore Railway Line.

Existing, proposed and potential cycle routes will facilitate this usage. From the west, Shrimpton's Creek Cycleway will give the opportunity for many to access the Macquarie University Station, and there is potential for the pedestrian overpass west of Lane Cove Road to provide low stress access to Macquarie Park Station.

To the east, the recently completed shared pathway along Ryde Road connects West Pymble to the M2 exit not far from where the station will be. Browns Waterhole and the M2 bike lanes are other opportunities to increase the catchment area. PRL knows we need continuity of access from all these

routes to the stations. Lane Cove Road, Herring and Waterloo Roads will also be used by stronger and more confident cyclists and we have stipulated that there also needs to be safe, unobstructed pull off areas for them.

A proposed shared pathway along the west side of Waterloo Road between Wicks and Herring Roads is part of the regional network, and will extend the Epping Road cycle route (ref Lane Cove Tunnel Project). While this adds to the linkages it is a major issue in its own right, with the station exits placed directly in its path. This and the associated pedestrian conflict issues have been strongly represented to the PRL.

With such potential for cycle access from residential areas to these stations we feel there is a strong case for significant and expandable bike parking at the stations. A mix of types is needed, both racks and the more secure lockers. We have suggested that as demand grows bicycle compounds may also be required. While the police were rather negative in their reporting on the alternative use of bike lockers for 'dealing, predatory behaviour and concealment' this can only reinforce our requirement that bike lockers be located in more open, well lit areas within the scope of the CCTV rather than hidden away in dark corners.

### *Chatswood Rail Trail*

*Carolyn New*

As chief advocates for a Rail Trail along the Northern Sydney railway lines, over the last few years Bike North has been monitoring and lobbying for the early progress of the rail trail just north of Chatswood in order to take advantage of the works planned by the Parramatta Rail Link (PRL) and to ensure Mirvac developments over the railway line did not preclude the Rail Trail. BikePlan 2010 includes a Rail Trail project from Chatswood to Turramurra for 2010. Several years ago we also brought these threats and opportunities to the attention of the RTA, which is responsible for these projects. Despite these efforts it seems we have a debacle on our hands and most likely outcome will be a very poor rail trail in the Chatswood area.

Willoughby councillors have been very supportive and ensured that among the

conditions of consent granted for the Mirvac development was a shared pathway along the eastern boundary from Help St to O'Brien Street. You can therefore imagine our surprise to be shown the approved design at the last Willoughby Bicycle Committee. The eastern boundary pathway was frequently broken by stairs and tight wheel chair ramps! A most curious shared pathway, one that appears designed primarily to deter rather than facilitate cycling – all apparently approved by a certified independent planner.

At the same meeting we also were talked through the PRL intentions regarding the Rail Trail. A discussion we have been seeking over the last year. A section available by 2003, another by the end of the project, then an impassible section! This is the result of several year's design! But they had another thought just before the meeting, maybe they should look at the other side of the railway! It also became apparent that there was a presumption that cyclists would cross every road at grade – not a continuous cycleway. Oh, the bridges are not wide enough for that! Those bridges are to be replaced for the new railway, an opportunity not to be missed. But of course having put us off so long its now too late. Work will start soon.

All in all a very poor result from PRL, RTA, Planning NSW, Willoughby Council planners, Mirvac, not to mention the many consultants engaged for these projects. We can only hope for better news next time.

### *Cycle Way for Kissing Point Road Turramurra*

*Hette Mollema*

Ku-ring-gai council is planning to construct a cycle way between The Commenara Parkway and Catalpa Crescent before the end of June. John Watts, the co-ordinator of the Ku-ring-gai Working Group, was given the plans recently but, as he was away for a month, I followed it through with the council.

An eyeball site survey carried out with the council engineer, Justin Hill, at the end of February highlighted the challenging issues associated with this piece of road.

The primary school at The Commenara Parkway end needs parking spaces for people dropping off and collecting children. Additionally, the presence of the school

means that providing a shared, off road, pedestrian and cycling facility could be a dangerous proposition for both the cyclists and the school children. Discussions with other Bike North members highlighted that while we wish to promote cycling, which means catering for inexperienced cyclists, we also want to think about the needs of experienced cyclists, including cycling commuters. The needs of each of these groups are somewhat different.

In the end we resolved that where possible a road shoulder of 2m would be constructed, and sealed with rolled bitumen. In order to make enough room for a 1.5m cycleway, residents will be notified that they are allowed to park partially on the nature strip. The road will also be remarked in the curves to allow a 1.3m minimum cycleway width on both sides. Where this is not possible due to trees, a separate path of 1m width will be constructed. Obstructions like culverts, in-ground pits and intruding vegetation will

be removed or modified. However, no trees will be cut.

Near the school, there will be both a 2m sealed shoulder and a shared path. The section in front of the school to up to The Commenara Parkway is to be done next financial year. This stretch has a number of utilities above and below ground that need extra effort and finances.

The extension of this cycle way from Catalpa Crescent to the Pacific Highway will need very special attention. The top of Kissing Point Road, where it goes steeply uphill, has little room for a cycle path. Alternative routes with smaller gradients, and to avoid the squeeze at the top, are being considered but have not yet been decided upon. Hopefully, the new Bicycle Consultative Committee of Ku-ring-gai will be able to assist the council with this.

## *Ku-ring-gai Bicycle Advisory Committee*

*Carolyn New*

Last Chain Mail we reported on Ku-ring-ai Council's adoption of a motion regarding cycling for transport and recreation. We are very pleased to see council is promptly proceeding with this by developing a Charter for the Ku-ring-gai Bicycle Advisory Committee. The first draft was sent for our review and has been discussed on the Ku-ring-ai Workgroup Chat List. John Watts has had preliminary talks regarding this Charter with council and will finalise with them on his return from holidays. Once this has been prepared it is expected council will advertise for representatives from Bike North and the community.

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## *BNCC – Its on again*

The Bike North Century Challenge is a challenge of fitness, navigation, self-sufficiency and riding skills. With three distances to choose from (60, 100 and 160 km) there is an opportunity for most riders to extend themselves without losing sight of the **non-competitive spirit** of the event.

Below are some reflections on last year's Challenge from three riders who undertook the 160 km and 100 km distances – and definitely found it challenging!

### **KEITH'S THOUGHTS:**

**Bike.** Yes, got that. **North.** Usually means up the map. **Century.** Well that's a hundred kms for sure. **Challenge.** This modifies the previous words so that North means up hills, not up the map, and century is in miles, so its 160Kms.

Oh well, why not?

The challenge was indeed a very personal one, and one of the best things I've done in years. Forming a team was a very important first step. I ride best when catching, rather than leading, so I needed a teammate who was going to push me a bit. I also had to find someone who was happy to ride with me. I was thrilled when Graeme agreed to ride with me, and aware that I had increased my challenge substantially.

That organised, it was now a matter of making sure I could actually ride that far; I never had. So Fran (Fran had her own team) and I decided to go to Cowra a week before the challenge and ride 200kms of flat country in a day as a confidence booster. This worked. Naturally we did lots of other 'training' as well.

On the day I packed some food, the required first aid kit and was psyched up appropriately. We were off. Naturally we headed North, or rather, up. Up The Gorge, then up Berowra, then up Brooklyn. Yes, there were downhills but they take seconds only. The climbs constitute that largest part of the time spent on the road. Finally up Bobbin Head and then all that silly messing about, going up again, to get over to St Ives. Who designed this route anyway?

At the return to the start we had about 106kms on the clock, 60 to go! Now came the real challenge. I wanted to pull out, but pride would not not allow me this luxury, and if I pulled out Graeme would also be out.

A litre or two of liquid later we were off again. This bit was much easier terrain but it twisted and turned much more. Cramps – "ignore them" I told myself, "just keep going and drinking." We made it back with an average speed at which I was amazed.

I learned a lot. I need to eat more earlier in the ride. I can go further than I think, and faster. So this year I will eat more during the first 100kms, and I'll go faster.

### **BRIAN'S THOUGHTS:**

I rode the 100 km distance in the inaugural BNCC. This classic which was extremely well run.

In the draw our three man team was slotted between two other Muggs' teams, which meant we felt we were chasing the team in front and being pursued by the team behind.

After some kilometres, our three man team was ahead of schedule (we thought) and decided on a pit stop at Pie in the Sky. We had completed

three climbs and thought a rest and replacement of spent fluids and energy food was a good idea. We sighted the team behind, heading down the hill, just as we were pulling in. So, after a short stop it was 'soldier on'.

The next climb up to Beaumont Rd, was a struggle as the first signs of fatigue and cramps began to set in. Later, I came to a complete standstill on the climb out of Bobbin Head when both my legs locked up with cramps. I stopped with both legs frozen, I couldn't even get off the bike.

Since the challenge I have experimented with a number of different energy fluids and bars with limited success. However I found a big improvement when I stopped my pre ride morning coffee!

I have increased the amount of training for the 2003 BNCC with rides of 160 to 200 km midweek, as well as a regular weekend ride over most of this hilly route.

Good luck to all participants.

### FRAN'S THOUGHTS:

#### Conquering the BNCC with Team "Are We There Yet?"

A strategy meeting over coffee and cakes (all good cycling food of course) saw Caroline, Simon and I discussing how we would cope with our mismatched vehicles – road bike, mountain bike and trike. What we decided worked well, that we stay together everywhere except the big descents and the big climbs. The trike plummets down hills like a snowball, but can't go near the roady on the ups, so here we had alternating hares and tortoises, while the MTB held the middle ground all the way.

We discussed timing. How long could we spend at Pie in the Sky? How long could we take over lunch at Wahroonga? How much time would be wasted sitting at lights? What average speed should we aim for? How long would it take for the Grimmonds and Keith and Graeme to catch up with us?

With our 20 minutes head start, they caught us at the Galston check point, then we all met up again at the Berowra ferry (it's all in the timing), feeling cheery and energetic – the day was yet young. We didn't see them again of course, but coming up towards Pie in the Sky we saw some of the 100s descending.

I started to flag through Bobbin Head, and was cursing Doug's horrific route through St Ives to the check point (thank goodness for Simon's flawless navigating). With energy at ground level we completed the 100km section, and I was ready to call it quits – but then there is always pride, being the only one not to complete the 160km would not be a good look at all!

After forcing down some sangers and gatorade, it was downhill to Hunter's Hill. We passed some of the 60s in Kissing Point Rd and Brown's Waterhole, and tried not to dread this part of the return journey. Woolwich wharf was gorgeous in the late afternoon sun, but reluctantly, looking for our second wind, we followed Simon through unfamiliar territory and onwards into the sunset.

Yes, it set at Silverwater. We finished in the dark, with only a single rather tired rear light between us. An *n*th wind (or maybe that pride thing again) forced us up Kissing Point Rd (none of us walked it!) and we arrived at the finish amidst cheers and applause from quite a lot of riders who were still hanging around.

Advice to myself for BNCC 2003: eat more – especially on the ferry, take off glasses if it's foggy down Galston, no gossiping at Pie in the Sky, remember to put lights on bike at lunch time, stretch often – the roady is not as comfy as the trike, a week is not enough to recover from a 200km training ride!

Aim: to finish with a better average than last year, to finish before dark!

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## Bicycling in Paris, Amsterdam and Vienna

*Yaffa Gould*

At the end of August last year (still in the European summer), we visited Vienna, Amsterdam and Paris. It was only a flying visit, 16 days in all. We hadn't planned on doing any touring as I had to work, and we were visiting elderly relatives in Paris. Geoff planed to do lots of cycling in Amsterdam while I worked – and he did! It's amazing what is available for just the casual tourist in the way of cycling.

### VIENNA:

A web search, found Pedal Power (<http://www.pedalpower.at>) and, after a couple of email conversations, we were booked in on a tour of the Old City with an English-speaking tour guide, Cost EUR23 including bike – you need to bring your own helmet though!

We saw all the main Inner City sights in 3 hours. On foot it would take you three days. You ride on bike paths or one-way streets with little traffic and no hills!

The Route: Ferris Wheel – Prater – Hundertwasserhaus – KunstHausWien – Postsparkasse (Otto Wagner) – Ringstraße – Stadtpark/Johann Strauß Monument – Karlsplatz – Opera – Hofburg



– Burgtheater – Rathaus – University – Am Hof – St. Stephen's Cathedral – Schwedenplatz – Danube Canal.

We also discovered (and used on the way home) that the city supplies free bikes. A EUR2 coin is used to release the bike from the rack, and it stays on the bike until you return and lock the bike back into the rack, releasing the coin. The bikes are heavy 3-gear cruisers, but they were fine for the flat terrain. There was also a map supplied at the bike rack. Actually we scored one bike and had to walk to the next rack to grab a returning bike, so they are popular! They do carry NOKIA advertisements, so I assume that's what partly pays for them. You are restricted to the central city area (about 8km across) but this gives you plenty to see.

Bicycles were used mainly on dedicated tracks. In the city centre you were on the road, but they are very narrow, so the cars travel slowly, especially on Sunday's when we traveled. We also, saw a lot on foot, ate lots of delicious food and used Vienna's extensive train system!

### AMSTERDAM:

In Amsterdam (bicycle heaven), Geoff claims it was easier on a bike than as a pedestrian. If you didn't move off the bike track fast you were honked severely!

Hiring was easy, there were shops everywhere. Geoff chose to hire daily (EUR8 for a 21 speed bike) and the bike shop sold brochure maps that listed interesting places to visit, and suggested popular day trips.

Geoff did three of these trips including "The Great Waterland Bicycle Tour", "The Amstel-Windmill Bicycle Tour" and "The Plantage Bicycle Tour". Everywhere there were idyllic canals, and leafy lanes with picture-postcard Dutch scenes including classic and modern windmills. On the last day Geoff discovered a great map shop behind the Van Gogh museum where he purchased a superb map of the cycle-ways of Amsterdam.

### PARIS:



In Paris a city tour cost EUR22, with the meeting place under the feet of the Eiffel Tower (see <http://www.mikesbiketoursparis.com/daytour.html> for more details).

Day Tour Highlights included: the Eiffel Tower – the Louvre Museum – Les Invalides – the Dome Church – Ecole Militaire – Notre Dame – Arc de Triomphe – Princess Di's Flame – The Thinker Statue – Alexander III Bridge and Grand & Petit Palais – Arc de Triomphe du Carrousel



– the Champs-Élysées  
– Champs de Mars  
Park – Place de la  
Concorde – Obelisque  
– Assemblée Nationale  
– Tuileries Gardens –  
Montparnasse Tower  
– La Madeleine.

The Tour was a lot of fun. It was lead by a Texan girl, who had a great sense of fun and loved to tease the Parisians! In traditional BN style we toured for about an hour before lunch in the Tuileries Gardens, then some

more touring, it was a wonderful way to take in the sites.

For our next excursion we hired bikes for a daily rate of EUR4.60 from the Transit Authority. In the summer they have sites spread across Paris. We went to their van in the Place de La Concorde, Geoff had spied it while we were on the tour. It was great – we rode across Paris on mainly dedicated bike paths, although most were rather narrow. "On road" paths tended to be separated by a narrow, raised concrete strip. We rode along the Seine and to and throughout the Bois de Boulogne to the West of Central Paris.

Another day, we caught the train out of Paris to Versailles to wander through the extensive Palace gardens, outside the Garden Gates, by luck we came upon a cycle hire place. We were able to cycle the vicinity (including nearby woods) covering much more terrain than we had planned.

With the limited time we had, we were at least able to sample what was available, next trip we hope to take on greater challenges!

## Road Rule 248

No riding across a  
road on a crossing.

The rider of a bicycle must not ride across a road, or part of a road, on a children's crossing, marked foot crossing, or pedestrian crossing.

## Accidents do Happen

Ross Thomas

So you've been involved in an altercation with a car.

Nobody wants to hear of traffic accidents between a bicycle and a car too often. Unfortunately it happens. Fortunately when it happened to me I was not badly hurt. In any accident between a bike and a car the bike will usually be worse off.

In my case, the person who hit me stopped and we exchanged the usual details as with any accident. The driver was very apologetic and very concerned about my well being and even offered to drive me home.

Other than licence number, name, address, and phone number, the driver also gave me his insurance policy number and the name of his insurance company. This has proved to be the most valuable information in the completion of the repairs to my trike.

The accident happened in Parramatta. The trike was rideable but the steering alignment was out of whack and the front wheels were buckled. First stop was Universe Cycles in Parramatta. They managed to fix the wheel alignment and I then rode home. The accident was also reported to the police. (Not required but reported just in case the insurance company needed a report.) The driver had also reported the accident.

Next step was to contact the insurance company to find out what was required to get the trike repaired. One quote was required. First quote was a bike shop. Their estimated damage was almost the cost of a new trike. They claimed the frame was bent and a new frame would need to be ordered, along with upgraded parts. From my school days the insurance company would only pay what I had paid for the trike.

I had purchased the trike second hand and the first quote was more than the price I had paid for it. Therefore they would write the trike off and I would be left with no trike and the dollar value less than what I had paid for it.

A second quote was obtained. The repairer, a trike expert (Ian Humpries @flying furniture) was able to provide a quote that was accepted by the insurance company. The frame was not bent after all. The lesson here is to always get a second opinion with quotes. Most people would do the same in a motorcar accident.

With quote completed I then posted the quote to the other party. After a few days I contacted the insurance company to get an update on the claim. To my surprise they supplied the information, even though I was the third party to the claim. Initially the insurance company had not received the quote so they rang the policy owner and he then posted my claim to the company.

After my next call to the insurance company, I was asked a couple of questions relating to my own insurance on the trike. After a satisfactory answer they said the claim would be paid. Within ten days of the accident the cheque was received. Two weeks later the repairs were completed and I was off to Bundaberg for the Queensland Bike Ride. (Another story.)

The key issues here are:

- Get the name of the Insurance Company and Policy No.
- Obtain two quotes for repairs.
- Chose a good repairer.

## Mudguards or not to guard mud

Hette Mollema

An interesting phenomenon with bicycles is the presence, or absence, of mudguards. In Australia we seem to be following the USA convention of not having any. The rest of the world, certainly in SE Asia and Europe, mudguards are an integral part of the bike. To someone from Europe, a bike without mudguards looks as if one could not afford a whole bike. The bike looks naked.

There are good reasons to fit the bike with guards. Anyone caught in the rain can attest to that. Many of the bikes sold in Australia are, in effect, made in Asia and have all the attachment points to fit mudguards.

Those that did the RTA Cycle Sydney ride last year will know that the black GT-dirt stripes on their front and back were unpleasant and looked less than attractive. That was the visible part of the road dirt thrown up from the tyres. It does not bear thinking about what mud and crud ended up in the eyes, mouth or on the nozzle of the water bottle.

When looking inside my mudguards, I am glad that the crud is there and not somewhere else. Some of it has accumulated from being occasionally caught in the rain, but the rest is from puddles, dog poo and other rubbish and grit on the roadside. Just the grit and dust alone make it advisable to wear protective glasses, especially in the rain.

A recent observation at the Bike North annual meeting showed that, of the countless number of bikes, only three or four had mudguards fitted and one of these was a mountain bike.

The wind resistance added by the guards is negligible for most leisure biking. The story is of course different for a racing cyclist. When speed is of the essence, seconds or fractions thereof can make the difference between winning or not. Most of us do not fall into that category.

Sticks or stones could foul a close fitting guard on a mountain bike when riding a dirt road or trail. In that instance the wider and raised guards are the answer.

So, it must be the look of a bike we are conditioned to, and suffer the consequences, for there is no other sound logical reason I can think of.

## APRIL

## MAY

**Date: Sat 12/04/2003**

Ride: Olympic Park Ride  
 Grade: Easy Distance: 25  
 Group: Bike North  
 Contact: Col Lambert, 9637 0746  
 Starts at: 07:30. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

**Date: Sat 12/04/2003**

Ride: Meadowbank to Bobbin Head  
 Grade: Medium Distance: 49  
 Group: Bike North  
 Contact: Doug Stewart, 9887 1478  
 Starts at: 07:30. Meadowbank wharf, Eastwood stn and Browns Waterhole starts by arrangement. A hilly ride from the busy waters of Meadowbank up to Eastwood and Browns Waterhole, then to Turramurra, and on to the peaceful waters of Bobbin Head for coffee and return.

**Date: Sun 13/04/2003**

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 cafe at Brighton, then we retrace our tracks to the start.

**Date: Sun 13/04/2003**

Ride: Brunch at Warriewood  
 Grade: Hard Distance: 90  
 Group: Bike North  
 Contact: Phil Johnston, 9312 3319  
 Starts at: 07:30. 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: Fri 18/04/2003 to Sat 26/04/2003**

Ride: Tour de Cowra  
 Grade: Medium Hard to Hard Distance: 60-150  
 Group: Bike North  
 Contact: Keith and Fran Griffin, 9614 0777  
 Starts at: 08:30. Starts at Cowra with various rides from 50 km to 150km exploring nearby towns and local points of interest, including Wyangala dam, over Easter. Ring for details

**Date: Sun 27/04/2003**

Ride: St Leonards to Historic La Perouse  
 Grade: Medium Distance: 60  
 Group: Bike North  
 Contact: Joan Kerridge, 9909 8925  
 Starts at: 07:30. St Leonards stn concourse or pre-arrange for pick up point. Cycle over Harbour Bridge, through CBD to Oxford St and Centennial Park. Pass through Eastern Suburbs with ocean views to La Perouse. Return via Botany, Kensington and the Quay to the start with a coffee break enroute. Pace moderate.

**Date: Sat 03/05/2003**

Ride: Olympic Park Ride  
 Grade: Easy Distance: 25  
 Group: Bike North  
 Contact: Col Lambert, 9637 0746  
 Starts at: 07:30. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

**Date: Sun 4/05/2003**

Ride: Bike North Century Challenge – see page 1

**Date: Sat 10/05/2003**

Ride: Hawthorne Canal  
 Grade: Medium Distance: 38  
 Group: Bike North  
 Contact: Pam and Col Kendrick, 9872 2583  
 Starts at: 07:30. Start at Meadowbank and head to Homebush and Cooks River cycleway, to Marrickville, then Hawthorne Canal cycleway. Coffee at Concord and return to start.

**Date: Sat 10/05/2003**

Ride: Shoal Bay Shuttle  
 Grade: Medium Distance: 60  
 Group: Bike North  
 Contact: John Williams, 9988 4478  
 Starts at: Train to Newcastle. Ferry across Hunter River to Stockton. Approx 60 km ride to an overnight stay in Shoal Bay. The ride is fairly easy, as it is flat all the way. A leisurely return on Sunday to see what we missed on Saturday. Phone me for transport details and so that accommodation can be arranged, YHA at Shoal Bay is cheap and clean, however you may wish to arrange your own.

**Date: Sun 11/05/2003**

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 11/05/2003**

Ride: Brekkie at Bayview Marina and Brunch at Akuna Bay  
 Grade: Hard Distance: 95  
 Group: Bike North  
 Contact: Phil Johnston, 9312 3319  
 Starts at: 08:00. Starts at St Ives car park Mona Vale Rd [opposite Stanley St.], via Duffy Forest, West Head, with Brekkie at Bayview Marina Caf . Return straight to St Ives [85km – ETR 12:10pm]. Or via Akuna Bay for Brunch, thence St Ives [95km – ETR 1:45pm].

**Date: Sun 11/05/2003**

Ride: Shoal Bay Shuttle  
 Grade: Medium Distance: 60  
 Group: Bike North  
 Contact: John Williams, 9988 4478  
 Starts at: ring for details. Train to Newcastle. Ferry across Hunter River to Stockton. Approx 60 km ride to an overnight stay in Shoal Bay. The ride is fairly easy, as it is flat all the way. A leisurely return on Sunday to see what we

missed on Saturday. Phone me on 9988 4478 (home) for transport details and so that accommodation can be arranged, YHA at Shoal Bay is cheap and clean, however you may wish to arrange your own.

**Date: Mon 12/05/2003**

Ride: Olympic Park Ride  
Grade: Easy Distance: 25  
Group: Bike North  
Contact: Pam and Col Kendrick, 9872 2583  
Starts at: 09:00. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

**Date: Sat 17/05/2003**

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 17/05/2003**

Ride: Hills and Surfside Cafe  
Grade: Hard Distance: 80  
Group: Bike North  
Contact: Doug Stewart, 9887 1478  
Starts at: 07:30. East side Eastwood Stn. Ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turrumurra. Fit & experienced riders only.

**Date: Sat 17/05/2003**

Ride: Hills and Surfside Cafe Tortoise  
Grade: Medium Distance: 50  
Group: Bike North  
Contact: Carolyn New, 9438 1903  
Starts at: 07:15. Car park, Mona Vale Rd opp Stanley St St Ives. A slower paced ride to Oxford Falls & Narrabeen to meet faster riders from Eastwood for coffee. Return via Warriewood, Church Point, Terry Hills. Long moderate hill from Church Point to Terry Hills.

**Date: Sun 18/05/2003**

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 cafe at Brighton, then we retrace our tracks to the start.

**Date: Sun 18/05/2003**

Ride: West to Windsor  
Grade: Medium Hard Distance: 90  
Group: Bike North  
Contact: Keith and Fran Griffin, 9614 0777  
Starts at: 07:30. 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: Sat 24/05/2003**

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 cafe overlooking Brooklyn for morning tea and great views. Back track to Hornsby. Some moderate hills.

**Date: Sun 25/05/2003**

Ride: Chatswood to the Surf  
Grade: Medium Distance: 41  
Group: Bike North  
Contact: Carolyn New, 9438 1903  
Starts at: 07:30. Chatswood Stn west side. Ride the back roads and cycle ways to The Spit, Seaforth and Queenscliff, then Manly for coffee and cake before returning to Chatswood. Hills! Yes, a few, grades and pace easy. Roads are quiet, the views magnificent.

**Date: Sun 25/05/2003**

Ride: Rail Trails and All That  
Grade: Medium Hard Distance: 80  
Group: Bike North  
Contact: Col Lambert, 9637 0746  
Starts at: 07:30. Eastwood stn west side. Ride two Rail Trails and the PVC to Liverpool and return with the all important coffee stop included.

**Date: Sun 25/05/2003**

Ride: Somersby, Peat's Ridge, Mt White  
Grade: Hard Distance: 125  
Group: Bike North  
Contact: Phil Johnston, 9312 3319  
Starts at: 08:00. Hornsby Stn Jersey St or Berowra Stn 30 minutes later. This ride winds its way up the old pacific highway to Calga, the Gosford roundabout and on to Somersby and Peats Ridge before returning to Hornsby

### WHAT TO BRING ON RIDES:

- your bike should be in good working order
- water – 1 litre per hour
- snacks, money
- Puncture repair kit, spare tube, and pump
- for night rides have lights fitted and batteries charged

### RISK WARNING

As a participant in this recreational activity, you may be exposing yourself to a risk of harm. Bike North, the ride organisers and leaders wish to warn you that there are risks and hazards inherent in cycling activities. You are responsible to take care to prevent putting yourself, your fellow participants and/or others into danger. By signing this form, you accept the warning as to risk, you agree to ride in a safe and responsible manner and to obey all Australian Road Rules.

### RIDE CONDITIONS

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 should be accompanied by a cycling adult. A Standards Association of Australia approved helmet is legally required, under state law, by all participants on all rides. Essential equipment also includes a bicycle in good working order, water bottle, snacks, tire pump, tube repair kit and appropriate tool kit. For Night Rides you must also have a HEADlight and tail light that will work for at least 4 hours. In the rides program the rides are graded Easy, Medium or Hard depending on the terrain and speed. Please choose a ride that is suitable to your own fitness and experience. If in doubt please check with the ride leader.