

# 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.

## Cycling for Transport:

### *Bike North launches Link-Up*

Wayne Spencer



Bike North is proud to launch an exciting new initiative called "Link Up" for connecting those who already cycle for transport in the Sydney Metropolitan Area, and those who may be interested in trying it out. The aim of this initiative is to make cycling for transport more fun, and to encourage more people to commute to work by bike.

The scheme is based at the Bike North website <http://www.bikenorth.org.au/>. Existing commuter cyclists can log on to the website and enter their contact details, and details of their cycle trips (including start point, start time, destination, distance, arrival time and route details). This information is then entered into a database with trip data from other cycle commuters.

Other cyclists can then search the trip database for details of commuter cyclists who ride along all or part of their route. Through the contact information available in the database people can then make contact. This will enable cyclists to exchange route data or cycle together, allowing new cycle commuters to gather information and gain confidence.

Bike North encourages all commuter cyclists, or prospective commuter cyclists, to have a look at this part of the Bike North website, consider entering their trip details and help others to learn how to commute by bike.

Down the track, Bike North may add incentives for registered commuters. For example, a travel diary feature may be added to allow commuters to log times when they have commuted by bike, to track their commute kilometres and trips made. Awards may be made on a monthly, quarterly, six-monthly or annual basis for the cyclist who cycled the most commute kilometres or made the most commute trips by bike.

## *Parramatta Rail Link Update*

### *Macquarie Park Master Plan*

After several years of consultation and working with groups such as the Macquarie Park Community Reference Group (where Bike North has been ably represented by Fran Griffin) the Macquarie Living Centres team has come to the end of its project. Its final outcome, the draft Macquarie Park is out on exhibition during July.

This MasterPlan projects a radically new long term view for the entire Macquarie Park area, to support the arrival of three railway stations on a new railway line. A finer mesh of new roads, higher densities and more mixed development particularly around the proposed railway stations, greater priority and encouragement for walking and cycling and disincentives for car transport and parking are all included within this Masterplan. Bike North is examining the details and making sure they match the intent.

### *Chatswood Station and Rail Trails*

#### **CHATSWOOD NORTH**

In the April edition of Chain Mail, we reported on the poor prospects of the Chatswood Rail Trail between Chatswood Railway Station and Boundary Road despite all our lobbying over the years. In July, the Parramatta Rail Link people returned with new plans to make provision for the RTA to build this Rail Trail at some future date. While still poor, it is an improvement on the previous plans which could not even provide for a continuous route!

These updated plans make provision for a space along of the western side of the railway line, but only between Boundary Road and William Street and then between Wilson and O'Brien Streets. Between William and Wilson Streets, they expect us to use the footpath to and along the Pacific Highway. All the street crossings are at grade, with the latest excuse given that the Police recommend crossing at grade for safety reasons. Apparently, better we be skittled or delayed on the road than a speedy run through a couple of seconds of underpass!

#### **CHATSWOOD STATION**

The Government Architect has drawn up a MasterPlan for Chatswood Station which opens up the station area and allows for more level east-west access where the railway line currently blocks easy movement. It's a very exciting concept but still at an early stage with many issues still to be resolved. Such a plan should ease cycle access from the east and west but it still unclear how well the north and south routes will connect to the station as that planning is not yet well developed.

#### **CHATSWOOD SOUTH**

PRL planning also extends to the south of Chatswood Station beyond Albert Street where the widening of the railway line will

require a lengthening of the Chatswood Park railway underpass and upgrade of the Frank Channon Walkway. At this stage commitment has not been given for a grade separated crossing of Albert Street. Such a crossing becomes even more important as Willoughby Council is planning to take advantage of the new Albert St Railway Bridge to ease and encourage truck access directly from the Highway to the Retail Shopping Centres.

### **BIKE NORTH CLOTHING**

We are once again seeking expressions of interest for Bike North clothing.

#### **Jerseys in the following styles:**

Sleeveless           \$75.00

Short Sleeve       \$80.00

Long Sleeve       \$90.00

Ladies Sizes       XS, S, M, L, XL

Mens Sizes        XS, S, M, L, XL, XXL

#### **Knicks \$60.00**

Ladies Sizes       XS, S, M, L, XL

Mens Sizes        XS, S, M, L, XL

Once we have enough expressions of interest an order will be placed for the clothing. Once the order is received you will be able to collect it at Turramurra Cyclery. Payment will be required when you collect your clothing. If you cannot pick up your clothing from Turramurra, you can pay by credit card over the phone and your order will be posted to you. Please add \$7.00 to your order for Postage & Handling.

Place an expression of interest On-Line at:<http://www.bikenorth.org.au/members/exclusive/clothing.html>

or Contact: Debbie Lilienthal, Clothing

Co-Ordinator Tel: 9476 3624

email: [dlilient@tpg.com.au](mailto:dlilient@tpg.com.au)

# MAKING CYCLING BETTER Advocacy

## Local Working Groups

As a Bicycle User Group, Bike North's main purpose is to promote cycling and advocate for a better cycling environment. Most members would be familiar with our key cycling promotion activity, a highly developed Rides Program which not only shows people places to ride and how much fun it can be but also is the basis for much social activity. Some members though may not be so aware of how we fulfil our advocacy role.

A better cycling environment means different things to different people but broadly we do this by working with the appropriate authorities for:

- the development / promotion of low stress, continuous routes that enable cyclists to directly reach the places they need to go;
- the installation of facilities and implementation of programs that support cyclist needs, for example installation of bike parking, implementation of bike parking controls with council development applications;
- the awareness of the potential for and rectification of existing hazards in the road environment that could be detrimental to cycling whether or not they are part of the recognised bicycle route (all roads are cycle routes);
- the development of programs that create better attitudes to cycling and safer behaviour on roads and paths by all road and path users.

The authorities currently responsible for creating cycling routes in NSW are the Roads and Traffic Authority (RTA) and each Local Government Area (LGA), commonly referred to as councils.

The RTA is generally responsible for and totally funds the main regional bike routes which are primarily documented in BikePlan 2010 (released 1999). Other bicycle routes are the responsibility of the appropriate council. Regardless of responsibility, the relationship between the RTA and LGA is quite close and the RTA also offers some \$ for \$ bicycle funding to councils.

As a Bicycle User Group (BUG), Bike North's advocacy role is at the council level. It officially covers four areas, Ryde, Ku-ring-ai, Hornsby and Hunters Hill, although there are several advocates within Bike North who are also active in other council areas, including Willoughby, North Sydney and Baulkham Hills.

To manage this council advocacy there are four working groups, each with its own convenor who is responsible for co-ordinating the group. It is usually the convenor who primarily communicates with council.

As a member of Bike North you are also a member of the working group for any council area in which you live, work or play. You are welcome to come along to any working group meeting or contribute to the working group email discussions.

A good way to start understanding what can be done is to come along to a meeting, listen and contribute where you feel capable. While it may sound confusing at first, anyone can soon get their mind around council planning jargon like Section 94 (that's a useful way to get money from developments for cycling projects).

To find out what you can do for your local workgroup contact the work group convenor:

Council	Convenor	Email Address	Phone No
Ryde	Wayne Spencer	ryde@bikenorth.org.au	9874 6977
Ku-ring-ai	John Watts	kuringgai@bikenorth.org.au	9144 7656
Hornsby	Graeme Edwards	hornsby@bikenorth.org.au	9476 3624
	Kevin Mason		9868 2904
Hunters Hill	Alister Sharp	hhill@bikenorth.org.au	9879 3664

You can also subscribe to your local workgroup email list. To do this send an email to [membership@bikenorth.org.au](mailto:membership@bikenorth.org.au)

The email should include:

- your full name as shown on your membership,
- your current email address,
- the workgroup list eg the Hornsby list, Hunters Hill list etc.

The list of potential advocacy tasks that a workgroup can perform is endless but the more people who contribute, the more can be done.

How do the working group work with councils?

Working groups are the resource which Bike North uses to communicate with councils. The working group convenor communicates with specific council officers as issues arise. They may also attend Traffic Committee meetings to ensure cycling issues are taken into account.

A better and more formal type of communication is via a council Bicycle Committee. Through the Bicycle Committee, a few Bike North members can have more direct and detailed input to council by advising council officers on cycling issues. Ryde Council has had a Bicycle Committee for some time and Ku-ring-ai Council is about to institute their first Bicycle Committee. For more information on Bicycle Committees and working with your local council reference Chain Mail, August 2000.

What have these working groups / committees achieved?

That's not always easy to tell, 'getting there' can often be a slow process with sometimes almost imperceptible improvements. Even cycleway infrastructure often grows incrementally over several years, before it suddenly becomes obvious that a great new link is in place. Obvious big wins include the Browns Waterhole Cycleway linking Marsfield to Turramurra and John Whitton Bridge Cycleway linking Meadowbank to Rhodes. But

often the best wins are not so much these engineering projects themselves but getting the structure in place at council to make sure such projects happen now and in the future. This involves building relationships, developing the strategies and the plans. Then ideally, all we need to do is monitor the process, be the 'squeaky wheel' to make sure its done and done well and advise on the cycling perspective for the detail.

### HOW ARE PROJECTS PLANNED?

All our councils now each have a Bike Plan, including a map of proposed bicycle routes, and a regular program of engineering works to develop bicycle routes through their area.

Ryde Council has been gradually developing the Shrimpton Creek cycleway over the last few years.

Ku-ring-gai Council has been making the links between Bicentennial Park, Gordon and Lane Cove Park, also inching up Kissing Point Road and along Bobbin Head Road.

Hornsby has primarily focussed on its Cherrybrook Integrated Transport Plan and Agenda 21 issues and Hunters Hill is commencing Stage 1 of their Bike Plan this year.

Bike Plans do get out of date over the years, with changes to the roads, changes to land use and changing expectations for cycle facilities. Both Ryde and Ku-ring-gai Councils are planning to review their Bike Plans with their Bicycle Committees over this next year, so now is an excellent time to share your local knowledge within those workgroups.

For many years cyclists had been forgotten when implementing planning transport infrastructure. Now there is more recognition that cycling is a viable, healthy, sustainable form of transport and local and state government policies reflect that recognition. Such policies do not always translate into practice, although over the last few years we have seen a far greater direction of the state budget to higher quality cycling infrastructure and councils are more and more prepared to take advantage of government funding for their own

cycling works. By supporting you local working group you can help keep this momentum going and assist in directing these works where they are most useful for cycling.

## Advocacy Updates

### RYDE

Things have been extremely busy once again in the Ryde area. Ryde Council are to be congratulated on their efforts in finishing the final link of the Shrimpton's Creek Cycleway to Waterloo Road, adjacent to the Macquarie Shopping Centre. After a long wait bike parking rails have been installed at some of Ryde's local shopping centres, namely Midway, Putney, Meadowbank, Blenheim Rd and Trafalgar Place. The signage to indicate the on road route between Denistone Station and Meadowbank Ferry Wharf has also been installed.

Ryde Council's Bicycle committee is going to be busy over coming months with plans to prepare an on-line cycling map for Ryde and also to review the Ryde Bike plan. Bike North's cycling councillors Roslyn Lunnford and Terry Perram have been providing their valued input to working group meetings and RCC's bicycle committee meetings. Their efforts have helped to initiate and progress these two projects.

If you would like to contribute to Bike North's work in Ryde please contact Wayne or Louise Spencer on 9874 6977.

### HUNTERS HILL

Well, things don't always go the way you hope they will. Bike North understands that Hunters Hill council has at last settled on a design for the flyover linking Hunters Hill to the Gladesville Bridge. This would be is good news, except that the design chosen isn't the best of the possible options from a cycling point of view. As far as we know, construction hasn't been budgeted for yet, so it will some time before the flyover becomes a reality.

### HORNSBY

Hornsby Council is planning to make a video as part of its Community

Sustainability Indicators Project. Bike North has been asked if can help out by finding some (open quotation marks) talent (close quotation marks).

The video is being made to explain what (open quotation marks) indicators (close quotation marks) are and the types of things that could be included for indicators of sustainability. Bike North has been involved in the Sustainability Indicators Project from very early on, and has been asked if it can help with the part of the video that looks at integrated transport.

So, you are a potential star waiting to be found or just keen to help cycling in some way please let us know. Participation is likely to involve just a few hours of your time. Graeme Edwards, co-ordinator for the Hornsby working group be contacted on 9476 3624 or by email at [hornsby@bikenorth.org.au](mailto:hornsby@bikenorth.org.au) for more information about what participation in the video involves.

### KU-RING-GAI

Work on construction of a cycling facility at Kissing Point Road is well underway. By the time of publication the shared pathway near the school should be completed and the road shoulder sealed.

## Interested in contributing to Chain Mail?

Chain Mail, the Bike North newsletter, is published bi-monthly in February, April, June, August, October and December of each year. Contributions from Bike North members on any cycling related subjects are always welcome. Please email articles, photos or enquiries about contributing to the Chain Mail editors at [chainmail@bikenorth.org.au](mailto:chainmail@bikenorth.org.au).

## events!

We thought this contribution from Michael Chow (sourced from <http://search.bikelist.org/>) was pretty funny. The last point hit a bit of a nerve though. Lets make sure things don't ever get as bad as that.

Bicycling is simply too dangerous and expensive an activity:

- You have to wear a helmet or you'll get a head injury.
- You have to carry a large bladder with 5 litres of water on you back for a ride down the street/up to the shops or you'll dehydrate.
- You can't drink ordinary water and eat normal food. Special electrolyte drinks, power gels and other special preparations are necessary to prevent you from collapsing in the middle of a ride.
- You have to wear special, expensive bike clothes made from scientific proprietary fabrics or you'll get boils and other skin maladies on your buttocks, or you might get clammy from sweat and suffer from hypothermia. Special shoes are also required to prevent your feet from falling off.
- You need special plutonite cycling eyewear to protect your eyes from sun and wind.
- You need to use special ergonomic saddles or you will go numb/impotent/sterile.
- You have to invest in an expensive car rack to transport your bike to a safe place to ride.
- You can't start a ride from your house because you might have to ride on dangerous roads and get hit by a car.

### **June General Meeting - 20 June 2003**

Is there a subject guaranteed to be of more interest to cyclists than eating? If you didn't make it to the June General Meeting you missed out on a fascinating talk by Debbie Lillienthal about how to combine eating and cycling effectively.

Key points that this cyclist took away from the evening were:

- on long trips, eating carbohydrates after cycling (as well as during) is very important;
- there is no carbohydrate in beer;
- there are carbohydrates in yoghurt but you need to eat an awful lot of it to get enough!

Debbie also covered some key points about drinking (non-alcoholically) and cycling. She has kindly agreed to these being published in Chain Mail for the benefit of those who couldn't make it to the meeting (see "Too Much Water" on page ??).

The next Bike North General Meeting will be held in late October - details of the date and topic will be in the next Chain Mail.

### **Ride Leader's meeting**

*Keith Griffin*

On June 21, Bike North held a special meeting for all its ride leaders. Why? Well, although we enjoyed some yummy pastries and cakes for morning tea, and some great pide and baklava for lunch, these were not the main reason for attendance!

Some months ago BNSW decided that BUG ride leaders in NSW should conform to a 'standard', and that all BUG rides should be run at that standard. BNSW has flagged that in due course, possibly by early 2004, only 'qualified' or 'recognised' ride leaders will be able to lead BUG rides. To achieve this BNSW held a training weekend for ride leaders, and many Bike North leaders attended.

At the conclusion of the weekend the leaders who attended were all 'qualified' BNSW ride leaders. Recognised leaders are those who are recognised by qualified leaders to be able to plan and lead rides to the same standard.

Many of us who attended to training found that while much of it was very useful, much of it confirmed that current Bike North practice is at least up to the BNSW requirements and in many areas, represents best practice.

At this stage, the new BNSW system does not provide BUGs with any information about how to recognise other leaders. A system for recognising and training new ride leaders was developed at the meeting and the BN ride protocols were revised to reflect this information.

So why is this all so important? There are several reasons, but perhaps what matters most is that any person attending a BN ride can be sure that the ride leader has a high degree of knowledge and competence, is experienced and will be able to cope with any eventuality. BN takes pride in its pre-eminence in this field.

If you would like to become a ride leader contact the ride co-ordinators, Pam and Col Kendrick for more information. We are always in need of new leaders who have interesting rides to lead and who wish to share their special cycling talents and experiences with the other members.

# Diary Dates

- 2/8/03 - Moocooboola Festival
- 17/8/03 - Bike North AGM & picnic
- 6 & 7/9/03 - Bicycling Australia Show
- 19/10/03 - "Spring Roll" ride

## August 2003: Moocooboola Festival, Saturday, 2 August

Each year in August, Hunters Hill holds its Community Festival, "Moocooboola" (from the Aboriginal name for the land between the Lane Cove and Parramatta Rivers).

Again this year's "Moo Festival" will be held on the oval of Hunters Hill High School, enter from Mount St or Reiby Rd (Hunters Hill High survived the threat of closure and is now thriving!) The festival will run from 10am till 4pm, with lots of food stalls and entertainment. Bike North will have a stall and display of less ordinary bikes.

Bike North will also be riding in the Moo festival parade, decorated with our usual purple, white and orange balloons. We'll be assembling at the Sharp's place, 11 Martin St, Hunters Hill from 8:30am. We'll leave at 10:00am for a short ride to the start of the parade. Please dress appropriately, either for touring or for "Everyday Cycling" (going shopping, kids in school uniform with school bags, businessmen in suits with briefcases, sporty persons on their way to tennis etc) .

All Bike North members and friends are invited to ride in the parade, and we need volunteers to help staff the stall. Contact: Alister Sharp (Hunters Hill coordinator and Bike North secretary), tel: 9879 3664; email: jollshar@zeta.org.au.

## Bicycling Australia Show

The Bicycling Australia Show will be held on 6th and 7th of September at the Rosehill Gardens Events Centre, James Ruse Drive, Rosehill (near Parramatta). Attractions on offer at the Show include:

- the chance to look at (and feel) the latest bikes, parts and accessories
- seminars on areas of interest such as equipment, training, positioning
- opportunity to see top professionals at BMX jumping, mountain bike trails and roller racing competitions
- promotional information about cycling holidays.

Entry is \$15.00 for adults, \$10.00 concession and \$30.00 for a family.

Bicycle New South Wales and BUG members will be hosting an information stall at the Show. If you are interested in helping out at the stall (and possibly earning yourself free entry to the Show) contact Carolyn New, Bike North Advocacy Officer on 9438 1903 or by email on carolynn@ihug.com.au.

For more information about the Bicycling Australia Show itself visit Bicycling Australia's website at [www.bicyclingaustralia.com](http://www.bicyclingaustralia.com) or phone Melissa on 4225 9111.

## "Spring Roll" ride - Sunday 19th October

Bike North is participating in Bicycle NSW's "Spring Roll" BUG ride promotion - aimed at attracting new participants to BUG rides.

To get into the spirit of things, Bike North will be running a special easy ride on Sunday 19th October - starting at a luxuriously late brunchtime. Make a note in your diary and looking in the October Chain Mail for more details.



## Squealing Brakes and Frustration

Grant Arbuthnot

This is the story of how I ended up spending money on brake pads. Beware though, this is not something to try at home unless you are an experienced technician.

The story arises from my attempts to stop my front brake squealing.

I have Shimano V brakes on my (Europa) hybrid. The bike is fairly new - one year and 2000 kilometres. As the original Shimano front brake blocks wore, they picked up bits of glass and small stones more often. These hard objects scratched the rim when I used the brake. Sometimes they would fall out unassisted, other times they needed my help.

New brake blocks seemed the solution to the rim scratching problem. And so the fun began. As soon as I fitted new blocks, front braking became a noisy experience. Not just a bit of a song, from time to time. Screaming/howling every time. Passers-by were looking for low flying jets. It was embarrassing.

A good source of intelligence - Bicycling Magazine's Complete Guide to Bicycle Maintenance and Repair for Road and Mountain Bikes, by Jim Langley, from Rodale Press USA, 1999, suggested the following:

1. Tighten the mounting bolts,
2. Scuff the rim (braking surface) with emery cloth, to break the glaze,
3. Give the blocks some "toe-in" so that the front of the pad strikes the rim before the rear,
4. Try a different brand of brake block and
5. Fit a "brake booster", an add on brace that connects the two brake bosses to stiffen the assembly.

I did all the above except 5. I re-fitted the brake arms to the bosses to reduce the amount of play and then tightened the mounting bolts. I scuffed the rims (radially) twice.

Giving the blocks toe-in of 1.6 millimetres was an improvement but did not entirely cure the problem. I enhanced the effect by filing a broad chamfer on the back third of the block. This resulted in less noise less often, but was not good enough. The brakes used to be silent, except when they were machining the rim with tools of glass or stone.

A well meaning (I hope) bicycle mechanic said the last resort for

squealing brakes is soft compound blocks. At \$17.00, this was an experiment worth trying. Wrong. Back to the low flying jets. Refit the harder blocks with the chamfer and lots of toe-in.

Back to basics. What is causing the squealing? I decided that the wheel or rim must be the resonator in this performance. It does the singing because the brake blocks are able to move and deform slightly when they are forced onto the moving rim. The blocks stick and slide, stick and slide repeatedly and rapidly. The effect is like many small rapid blows being applied to the rim. No wonder it makes a racket.

Desperation can assert strong pressure on a person's assumptions (not to mention ethics). What about lubricating the brake?

What if the wear of the rim (grooves, low spots etc) deforms the face of the brake block and causes the sticking that is then

released by braking force and further deformation (at 90 degrees) of the block. Can the trouble spots be lubricated to reduce this effect? What kind of madness is this? Maybe what I really need is a new rim!

Back to a different bike shop. Another well-meaning bike mechanic suggested shorter brake pads and sold me a pair of brake pads from a different type of Shimano V brake.

It worked! I have silent brakes again. My braking power is slightly reduced but I still do stoppies (rear wheelies). And, all it took was a willingness to spend money on the advice of others.

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## ***Bike North AGM & Picnic – Sunday, 17 August 2003***

Bike North Inc.'s first Annual General Meeting will be held on Sunday 17 August at Putney Park, Putney.

Becoming an incorporated association hasn't dampened our spirits though! Just as in previous years, there will be organised rides to the venue, there will be a picnic, there will be an election of office bearers and... there will be the all important Wacky Races.

The rides to Putney Park depart from Hornsby at 8:00 am or Chatswood at 8:30 am, and arrive in time for the wacky races at 10:00 am. This year the wacky races will include some surprise events as well as favourites such as limbo, the slow race and the relay on kid's bikes. If you haven't tried being wacky on a bicycle before the AGM picnic could be the place to start!

The serious business of the day will start around midday - and won't take too long. There'll be some reports on Bike North's activities during the year and then election of the President, Secretary, Treasurer and other office bearers for the upcoming year. The AGM is an excellent opportunity to find out more about how Bike North runs and maybe even get a little more involved in its activities.

So come one, come all, take advantage of this opportunity to talk to fellow BN members without having to steer a bike at the same

time! Hear about the work that the Bike North's Executive has been doing behind the scenes. Show off your bike skills in the wacky races. Get the most out of being a member of Bike North.

### **AGM & PICNIC DETAILS:**

Date: Sunday, 17 August 2003

Venue: Putney Park, Pellisier Road, Putney

Time: 10:00 am - wacky races

12:00 midday - Annual General Meeting

Food: BYO picnic lunch

### **RIDE TO THE AGM:**

#### **Route 1 - Hornsby to Putney Park with pick-ups at Eastwood & Meadowbank**

Departs Hornsby: 8:00 am

Contact: Graeme Edwards, 9476 3624

#### **Route 2 - Chatswood to Putney Park via Lane Cove and Hunters Hill**

Departs Chatswood: 8:30 am

Contact: Carolyn New, 9438 1903



## Starting Points for Spring

As it gets close to the end of winter thoughts start to turn to the neglected bike in garage, or perhaps the need to get some exercise in before summer hits. Or maybe that forgotten New Year's resolution?

Whatever the reason, getting out and getting cycling is an excellent thing to do this time of year. And what better time of year than Spring for exploring some new aspects of cycling through cyberspace?

On the next couple of pages you'll find some cyberspace starting points for various types of information about cycling. Some of them Bike North related, some not. Treat them like a smorgasbord, try one here, another there as the mood takes you. Take some time to find other websites that interest you more. Go on, give it a go!

### GETTING OUT

#### Cycling for Transport

- what to wear when using a bicycle for transport  
[www.bikenorth.org.au/getting\\_started/clothing.html](http://www.bikenorth.org.au/getting_started/clothing.html)
- shopping by bike  
[www.bikenorth.org.au/getting\\_started/shopping.html](http://www.bikenorth.org.au/getting_started/shopping.html)
- locking your bike  
[www.bikenorth.org.au/getting\\_started/skills/locking.html](http://www.bikenorth.org.au/getting_started/skills/locking.html)
- cycling at night  
[www.bikenorth.org.au/getting\\_started/skills/nightriding.html](http://www.bikenorth.org.au/getting_started/skills/nightriding.html)
- renting a bike locker at (some) CityRail stations and ferry wharves  
[www.bicyclensw.org.au/modules.php?name=Bike\\_Lockers](http://www.bicyclensw.org.au/modules.php?name=Bike_Lockers)

### BN RIDES

- descriptions of BN rides  
[www.bikenorth.org.au/cgi-bin/ridesindex.pl](http://www.bikenorth.org.au/cgi-bin/ridesindex.pl)
- BN rides calendar  
[www.bikenorth.org.au/cgi-bin/ridescalendar.pl?mm=06&yyy=2003](http://www.bikenorth.org.au/cgi-bin/ridescalendar.pl?mm=06&yyy=2003)
- how BN rides are graded  
[www.bikenorth.org.au/rides/grades.html](http://www.bikenorth.org.au/rides/grades.html)
- BN ride protocols  
[www.bikenorth.org.au/rides/rideprotocols/](http://www.bikenorth.org.au/rides/rideprotocols/)

### Maps & Guides

- Bike North ride routes and cue sheets  
[www.bikenorth.org.au/cgi-bin/ridesindex.pl](http://www.bikenorth.org.au/cgi-bin/ridesindex.pl)
- Roads and Traffic Authority links to a range of cycling resources including maps, bicycle specific road rules and infrastructure planning information  
[www.rta.nsw.gov.au/hubpages/hub\\_bicycle.html](http://www.rta.nsw.gov.au/hubpages/hub_bicycle.html)

### Bicycle Touring

- development & maintenance of the (emerging) around Australia bicycle route

[www.woa.com.au/ba/](http://www.woa.com.au/ba/)

- useful links for bicycle touring in Australia  
[www.woa.com.au/ba/links/](http://www.woa.com.au/ba/links/)

### GETTING EQUIPPED

#### Buying a bike

- finding a bike shop  
[www.bikenorth.org.au/getting\\_started/bikebuy1.html](http://www.bikenorth.org.au/getting_started/bikebuy1.html)
- finding a bike  
[www.bikenorth.org.au/getting\\_started/bikebuy2.html](http://www.bikenorth.org.au/getting_started/bikebuy2.html)

#### Product reviews

- read product reviews written by others or review a product for others to read  
[www.bicyclensw.org.au/modules.php?name=Reviews](http://www.bicyclensw.org.au/modules.php?name=Reviews)

### GETTING INVOLVED

- BN Local Council Working Groups [see also the article in this edition of Chain Mail] and the Rail-Trail Project Group  
[www.bikenorth.org.au/advocacy/](http://www.bikenorth.org.au/advocacy/)

### Councils

- City of Ryde - [www.ryde.nsw.gov.au/](http://www.ryde.nsw.gov.au/)
- Municipality of Hunter's Hill - [www.huntershill.nsw.gov.au](http://www.huntershill.nsw.gov.au)
- Hornsby Shire Council - [www.hornsby.nsw.gov.au/](http://www.hornsby.nsw.gov.au/)
- Ku-ring-gai Municipal Council - [www.kmc.nsw.gov.au/](http://www.kmc.nsw.gov.au/)

### Council management plans

- City of Ryde - [www.ryde.nsw.gov.au/council/mp.htm](http://www.ryde.nsw.gov.au/council/mp.htm)
- Municipality of Hunter's Hill  
[www.huntershill.nsw.gov.au/minutes/index.html](http://www.huntershill.nsw.gov.au/minutes/index.html)
- Hornsby Shire Council - [www.hornsby.nsw.gov.au/](http://www.hornsby.nsw.gov.au/)
- Ku-ring-gai Municipal Council - [www.kmc.nsw.gov.au/](http://www.kmc.nsw.gov.au/) and follow the link to "about Council"

### BICYCLE NSW

- Home page - [www.bicyclensw.org.au](http://www.bicyclensw.org.au)
- joining bicycle NSW - [www.bicyclensw.org.au/modules.php?name=Membership](http://www.bicyclensw.org.au/modules.php?name=Membership)

### Editor's note

All web addresses given were correct at the time of compiling this article - but things do change pretty fast in cyberspace. The non-Bike North references have been chosen for their perceived usefulness to Chain Mail readers, not as a particular endorsement of any products or information that may be provided on those sites. Bike North does not take any responsibility for information or products promoted on any website except the Bike North website at [www.bikenorth.org.au](http://www.bikenorth.org.au)

#### *Ooops*

*The author of (italics) Tour de Cowra or "Tyre Puncture Workshop 101" (end italics) featured in June Chain Mail was Maria Theoharous. Apologies to Maria for mis-spelling her name.*

## Touring & Riding

### How much water is too much?

Keen newspaper readers may have noticed some discussion in press recently about the dangers of drinking too much water. The Chain Mail editors were perplexed by this – not drinking enough water being a problem we were more familiar with – and thought we'd ask professional dietician and Bike North member, **Debbie Lillenthal** to explain what it all means. This is her response.

There is a ground swell of concern in medical circles with regards to the fad of people walking around all day sucking on bottles of water – because in some situations they are becoming over hydrated. So where does this leave us?

Firstly I would err on a little caution as this research is coming from the northern hemisphere where the climate is quite different to that in Australia (with the exception of the hotter parts of the US).



The rule of thumb for fluids for very active sports people is between 150-250mls water every 15 to 20 minutes of physical activity, more in very hot weather. This amount is higher for the elite athlete/cyclist. It is also essential that you start out well hydrated. This means drinking well everyday, and drinking fluids before embarking on a ride. For some of us, this means "training" ourselves to think drinking.

A number of factors affect the amount of water you need to drink, including genetics, body size, fitness, environment (ie what the weather is like, for example

windy, hot and dry, humid or cold) and exercise intensity.

The colour of your urine is also a good guide to whether you are drinking the right amount of water. It is usually quite concentrated

first thing in the morning but if you are hydrated it should be very pale during the day. If you are passing small amounts of concentrated urine during the day then you are not drinking enough. (Note: some drugs and vitamin preparations colour urine and will mask its true colour.)

If you want to find out what your personal fluid losses are, you will need to weigh yourself immediately before and immediately after completing a ride. Your results will vary from day to day and ride to ride depending on a range of conditions and your hydration status on the test day! The difference in your weight is the amount of fluid loss you have incurred.

For example, a cyclist who weighs 65kg before a ride and on completion of a 3.5 hour ride (on a relatively warm day) weighs 63.5kg, despite drinking along the way, will need to consume 1.5L of fluid to return to his/her pre-ride weight.

A useful source for reliable sports nutrition information covering a wide range of topics is the Australian Institute of Sport web site <http://www.ais.org.au/nutrition/>.

The Bike North Survey Team would like to thank all those members that took the time to fill in the survey and send it in. The team will be working hard over the next few weeks collating all the data. The results can be found elsewhere in this issue.

Our three lucky winners all receive a Big Brother Trek Multitool. Congratulations to Maria Oliver (online submission) Fay Beaumont and Neil Tridgell.

*Bike North Survey Team*

## My Commute

*Kin-Yat Lo*

[Yes, Kin-Yat is currently overseas on a working holiday, but here's his commute through the Land of Roundabouts to work during the summer - Ed]

Dodging schoolkids, riding through a traffic jam on a major arterial road, a short dirt singletrack, carrying the bike down several rocks and a creek crossing probably isn't everyone's idea of an ideal commute by bike - but these (and many more) were all part of my commute.

At least it wasn't a regular commute - it was simply a temporary position running a small home office in Carlingford over summer. It was one of those places inaccessible by public transport and private transport (bike or car) was the only way of getting there.

I commuted by bike whenever possible - but I did "cheat" a couple of times during hot or rainy weather. I didn't like the idea of climbing home in the afternoon baking in the 35°C heat, nor riding in traffic on wet roads. I must say that I really enjoyed one commute home with a huge southerly gale pushing me along at a stupendous speed!

The commute was relatively short at 9km each way, but it was very exciting! I faced a short but steep climb after I turned out of my driveway, through a roundabout choked with mums driving kids to the nearby schools (tsk tsk). Then it was a right turn onto a shared path alongside the oval, dodging schoolkids, walkers and joggers along the way. Off a kerb, then down the hill. There used to be an evil magpie here but he hadn't appeared in recent months. Don't look at me!

After a short climb I'm onto my first big roundabout, turning left onto New Line Road after squeezing to the left of stationary cars. The road keeps climbing. Past the crest and I merge into the right lane for the next big roundabout at the bottom of the hill.

Merge right. Yes, I'm merging whether you like it or not!!! Most car drivers have absolutely no idea that bikes can be rather quick on the downhill. Nor do they realise that the right turn at

the roundabout is much quicker by bike than by car. My approach speed to the roundabout is around 50km/h and my cornering speed is a touch under 40km/h - all on a bumpy surface. You really need to know where the bumps are here, or they bite. (It has once - I had my biggest crash, my fault, at this roundabout some years back.) I really don't like big roundabouts!

A short rise later I arrive at another primary school. Here there seem to be even more cars and more kids crossing the road. It is also interesting to observe how no car drivers stick to the 40km/h speed limit on the descent. But neither do I.

The first *real* climb of the day is always the hardest. It's a 500m climb at about 5% gradient, but I take it easy, climbing at a sedate pace with half an eye on my heart rate monitor. At the crest is a stupid roundabout, where you have to merge into the right lane to go straight ahead.

Only 3km done, 6km still to go, but this is where the real "excitement" starts. I ride to the right of the long line of (stationary) cars waiting to turn into Castle Hill Road. Most of these cars had passed me on the climb, or had left my street at the same time!

Unlike Caroline Smale's commute (reported in the February issue of Chain Mail), by the time I get onto Castle Hill Road it is choked with cars, with both lanes occupied by stationary cars. Down the middle of the two lanes I go, carefully riding between cars - there is usually a gap around handlebar width! I ride at around 20km/h with fingers covering the brakes, whilst slowly spinning the pedals over, never coasting. Concentration is so important here.

There is actually a marked bike lane to the left in the tunnel under Pennant Hills Road but that is strewn with broken glass, so down the middle of the lanes is still the safest way to go, until you get to a truck and a bus, of course.

The cars are usually moving, although much slower than walking pace. Credit to most drivers who glance in their mirrors and move out of my way. One interesting observation - the tunnel is

always about 5°C warmer than outside. Cough.

This theme continues down the car-park that is Pennant Hills Road, where I alternate between riding on the road and the footpath - and occasionally the outside lanes depending on traffic. This is followed by a quick sprint down to the M2 intersection, with yet another car-park up ahead - this time with lots of semi-trailers thrown in for good measure. Here I jump onto the footpath, and on occasion have met one of our Chain Mail editors riding the opposite way to work.

I re-emerge onto the road closer to the North Rocks Road lights and ride through the (stationary) traffic into the right turn lanes. From here it's almost all downhill to work. North Rocks Road is another fun ride - the left hand lane is broken up with many pot-holes. Just great!

I turn off onto a quiet residential street for a very quick downhill ride. Then I jump the gutters and head down a short singletrack. Here I find that hard, slick tyres and dirt with a rather sandy topping don't mix. Now it is time to hop off the bike and carry it down a couple of rocks and across a muddy creek crossing. There is no way of avoiding this part of the journey without riding up more hills! It is somewhat lucky that it is dry at present or the creek crossing would be almost impossible.

Remount the bike on the other side - glad there's only 200m to go, but it's all uphill! Here the ground is loose gravel and long grass complete with lots of big sticks on a steep climb. I almost snapped my rear derailleur through the spokes here one morning - a broken spoke and bent derailleur were luckily the only damage.

I reach someone's driveway after 50m, which is easily the steepest part of the commute. Here I'm in my lowest gear (on a mountain bike) - aren't I glad I put in a rear cassette with a 34-tooth sprocket? From here it is a short, climb to my work, where I leave my bike on the verandah, well within my sight. I arrive breathless but wonderfully awake, having had all my cycling skills tested on this commute.

## AUGUST

Note: All ride participants are asked to arrive ten minutes *before* the designated ride start time to get ready (bikes out of cars, get dressed, check tyres etc, etc.) and to allow time to sign on.

**Date: 03/08/2003**

Ride: Miss Australia Ride  
Grade: Medium, Nul Distance: 45  
Contact: Joan Kerridge, 9909 8925  
Starts at: 08:00. St Leonards stn concourse. Ride quiet back roads of Middle Harbour towards Spit Bridge - then on to magnificent views of Sydney Harbour from Tania Oval at Balgowlah Heights. On return visit Chowder Bay and Bradleys Head. Some hills, easy pace and essential coffee stop included.

**Date: 03/08/2003**

Ride: Northern Beaches and Back Roads  
Grade: Medium Hard, FHX Distance: 75  
Contact: Malcolm Hart, 9713 1994  
Starts at: 07:30. Turrumurra Stn east side. Ride via Terry Hills, Church Point to Mona Vale, then follow the coast to Manly for stunning views and coffee. Ferry to the Quay then ride to Turrumurra via cycleways, Lane Cove NP, M2 and Brown's Waterhole. Many variations available. Some hills and traffic. For fit and experienced riders.

**Date: 09/08/2003**

Ride: North Shore Multimode Tour  
Grade: Medium, OUT Distance: 50  
Contact: John Williams, 9988 4478  
Starts at: 07:30. Starting at Turrumurra Station, we'll ride to Manly via Mona Vale Road, Forest Way, Oxford Falls, Wakehurst Parkway, Seaforth, Burnt Bridge Cycleway, Manly Lagoon. Coffee at The Corso. Then we'll catch the Ferry to Circular Quay. Ride over The Bridge to St. Leonards then avoid the really heavy traffic on the Pacific Hwy by catching the train to our starting point at Turrumurra.

**Date: 09/08/2003**

Ride: Olympic Park Ride  
Grade: Easy, CPS Distance: 25  
Contact: Col Lambert, 9637 0746  
Starts at: 08:30. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

**Date: 10/08/2003**

Ride: Gladesville to Parramatta, and back by Rivercat  
Grade: Easy, ECT Distance: 20  
Contact: Alister Sharp, 9879 3664  
Starts at: 09:30. Starts at Gladesville Wharf (Huntley's Point Rd, off Victoria Rd). Ride to Parramatta via the Parramatta Valley cycleway. Coffee and cake at the Parramatta Wharf cafe. The Parramatta ferry runs express to Circular Quay, so we cycle back to Rydalmere Wharf (ferry at 10 minutes past each hour; 35minutes to Gladesville), and catch the ferry back to Gladesville. Child Friendly ride, children accompanied by an adult carer welcome. Please phone to confirm (especially if the weather seems dodgy).

**Date: 10/08/2003**

Ride: Pie in the Sky  
Grade: Medium, OTW Distance: 38  
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: 16/08/2003**

Ride: Hawthorne Canal  
Grade: Medium, OPT Distance: 38  
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: 16/08/2003**

Ride: Brooklyn Brunch  
Grade: Hard, OTH Distance: 91  
Contact: Doug Stewart, 9887 1478  
Starts at: 07:30. Eastwood stn east side. Ride to Turrumurra, Bobbin Head, Mt Colah and Brooklyn for brunch, returning via Cowan, Hornsby and Turrumurra. Fit and experienced riders only, but medium paced, av 20kph.

**Date: 17/08/2003**

Ride: Bike North Annual General Meeting  
Grade: Easy, Nul Distance: 15  
Contact: Bike North Special event,  
Starts at: . Bike North Members only. Bike North's Annual General Meeting contact Bike North for more details about this event.

**Date: 23/08/2003**

Ride: Olympic Park Ride  
Grade: Easy, CPS Distance: 25  
Contact: Doug Stewart, 9887 1478  
Starts at: 08:30. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

**Date: 24/08/2003**

Ride: Botany Bay Bacon  
Grade: Medium, OP Distance: 65  
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.

## 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

**Date: 31/08/2003**

Ride: *Further* Down 'n' out? Then up 'n' back!  
Grade: Medium, OTX Distance: 70  
Contact: Keith and Fran Griffin, 9614 0777  
Starts at: 07:30. Sw cnr Pennant Hills Rd and M2 (for parking tips call us). Speed down the M2 to Seven Hills, then tour around Toongabbie, Westmead, Wentworthville, Guildford, Merrylands, Lidcombe, Strathfield, Meadowbank, Maquarie Park

**Date: 31/08/2003**

Ride: A to Z and Beyond  
Grade: Medium, OT Distance: 30  
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: 31/08/2003**

Ride: Amble Through Lane Cove River Park  
Grade: Easy, EC Distance: 12  
Contact: Alister Sharp, 9879 3664  
Starts at: 09:30. End of Plassey Rd Nth Ryde, outside caravan park. No NPWS fee. Ride the little roads within this national park, stopping from time to time to look at birds and flowers, and to play. Coffee at the kiosk near weir. Suit new riders and families. Please phone to confirm. Children to be accompanied by a cycling adult. Child Friendly!

## SEPTEMBER

- Date:** 01/09/2003  
**Ride:** Olympic Park Ride  
**Grade:** Easy, CPS Distance: 25  
**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:** 06/09/2003  
**Ride:** Bays and Foreshores  
**Grade:** Easy Medium, PST Distance: 33  
**Contact:** Pam and Col Kendrick, 9872 2583  
**Starts at:** 07:30. Meadowbank Wharf. Ride to Gladesville Bridge, then follow the bays and foreshores around to Concord for coffee.
- Date:** 07/09/2003  
**Ride:** The Gorge and Berowra  
**Grade:** Medium Hard, FHX Distance: 60  
**Contact:** Keith and Fran Griffin, 9614 0777  
**Starts at:** 07:30. From Hornsby station ride along Galston Road down the gorge and up the other side enjoying the bushland, then across through Arcadia and down the big hill to Berowra Waters. After coffee catch the punt and climb back to Berowra returning to Hornsby on the Pacific Hwy
- Date:** 07/09/2003  
**Ride:** Rail Trails and All That  
**Grade:** Medium, OPT Distance: 64  
**Contact:** Col Lambert, 9637 0746  
**Starts at:** 07:30. Meadowbank Wharf Ride the Rail Trail and the PVC to Liverpool and return with the all important coffee stop included.
- Date:** 13/09/2003  
**Ride:** Concord for Cake  
**Grade:** Easy, PST Distance: 26  
**Contact:** Michael Chow, 9874 1461  
**Starts at:** 08:00. Meadowbank wharf. Ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for Gelato / coffee / cake. Ride back to Meadowbank a different way. Don't forget your Le Palme cap if you have one!
- Date:** 14/09/2003  
**Ride:** Historic Hospitals and Iron Cove  
**Grade:** Easy, OTP Distance: 25  
**Contact:** Alister Sharp, 9879 3664  
**Starts at:** 09:30. Starts at the side gates to Gladesville Hospital, in Punt Rd. Ride paths and side streets over Gladesville Bridge, through Drummoyn, over Iron Cove Bridge to Callan Park/Rozelle Hospital. Tour of Callan Park grounds, then circle Iron Cove and back to Gladesville. Coffee stop at Birkenhead Point, or in a waterside park. Bring a lock and bathers for a swim at Drummoyn Pool if very hot. Please phone to confirm. Child Friendly ride, children accompanied by an adult carer welcome.
- Date:** 14/09/2003  
**Ride:** St Leonards to North Head  
**Grade:** Medium, OHT Distance: 45  
**Contact:** Joan Kerridge, 9909 8925  
**Starts at:** 08:00. St Leonards station concourse. Stretch those muscles on some north side hills - mostly on quiet roads and cycle paths through Beauty Point, over Spit bridge to Balgowlah and Manly. Admire the view from the coffee shop at North Head then return on a similar route.
- Date:** 20/09/2003  
**Ride:** Cowan Calga  
**Grade:** Medium Hard, FHX Distance: 58  
**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.
- Date:** 20/09/2003  
**Ride:** Olympic Park Ride  
**Grade:** Easy, CPS Distance: 25  
**Contact:** Doug Stewart, 9887 1478  
**Starts at:** 08:30. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

**Date:** 21/09/2003  
**Ride:** Willoughby Spring Festival Rides  
**Grade:** Easy to Medium, N/A Distance: 20 to 50  
**Contact:** Carolyn New, 9438 1903  
**Starts at:** 08:30. Rides of various grades to showcase the scenic, historic and cycle delights of Willoughby. Ring to register or for further information.

**Date:** 27/09/2003  
**Ride:** Pie in the Sky  
**Grade:** Medium, OTW Distance: 38  
**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:** 27/09/2003  
**Ride:** Olympic Park Ride  
**Grade:** Easy, CPS Distance: 25  
**Contact:** Col Lambert, 9637 0746  
**Starts at:** 08:00. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

**Date:** 28/09/2003  
**Ride:** Botany Bay Bacon  
**Grade:** Medium, OP Distance: 65  
**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:** 28/09/2003  
**Ride:** Brekkie at Bayview Marina and Brunch at Akuna Bay  
**Grade:** Hard, FXH Distance: 95  
**Contact:** Phil Johnston, 9312 3319  
**Starts at:** 07:45. 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:** 28/09/2003  
**Ride:** A slow ride around Hunters Hill  
**Grade:** Easy, ECT Distance: 15  
**Contact:** Alister Sharp, 9879 3664  
**Starts at:** 09:30. Starts at Gladesville Wharf (Huntley's Point Rd, off Victoria Rd). (The start is accessible by bike, ferry or car). We will ride the highways and byways of Hunters Hill, with a coffee stop somewhere friendly. Please phone to confirm, especially if it looks like rain. Child Friendly ride, children accompanied by an adult carer welcome. Ferries to the start From Circular Quay at 08:50, arrives 09:18 From Meadowbank at 09:05, arr 09:24 Ferries home afterwards To Circular Quay 45min past the hour To Meadowbank 18min past the hour.

### 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, tyre 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.