

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.

Vote for Council – why should I care?

Carolyn New

Saturday March 27th is Council Election Day and we decide who will be on the local council for the next 4 years.

WHAT'S THAT TO DO WITH CYCLING?

Because what Councils do affects your cycling and you can affect Council.

Councils are the main authority responsible for building and maintaining local roads and pathways where we ride. The RTA has responsibility for regional roads and cycleways, but the council plays a significant role in making sure these happen and may even build the facilities. Councils are the key authority for:

- planning and developing bike routes and parking facilities.
- ensuring bike safe measures are integrated into all road works.
- making bicycle hazards safe.
- ensuring commercial, residential, and other developments support cyclists.
- promoting and educating for bike use locally.
- including bikes in their vision of the area.

YOU CAN CHANGE THE WAY YOUR COUNCIL VIEWS CYCLING

Let them know you are a cyclist and want things improved. Raise bicycle issues with Councillors and "put cycling on their agenda".

Councillors represent your community and you can help them see that a large proportion of their community ride bikes and need a better deal. A bicycle aware and supportive council won't result in utopia for cyclists, but it will help.

Employed council officers make the recommendations and do the work, but they are influenced by Councillors and guided by the policies determined at Council.



HOW CAN YOU DO THIS?

Before the Election talk to the candidates standing in your local area. Find out their attitude toward cycling and raise their awareness. Remember, these candidates are ordinary people from your local community, often standing because of a single issue and YOU may be the one who opens their eyes to the needs of people who cycle. Once

you've sussed out your candidates, vote for those you want to represent you.

If you are cycling the RTA Big Ride or otherwise out of town on election day, don't forget to vote before you go!! There is no absentee voting!!

After the Election contact and congratulate the successful candidates who are now your local councillors. Continue to raise cycling issues with them and make it clear you expect their support for cycle friendly proposals.

WHAT ARE THE ISSUES YOU SHOULD TALK ABOUT?

For some ideas on issues to discuss, check out the cycling review of your council area in this issue. More questions? Talk with your local workgroup convenor (see Local Working Groups Contacts

box) or Carolyn New, the Bike North Advocacy Officer.

Some of the bigger issues are the BikePlan 2010 projects scheduled over the next four years and although these are the responsibility of the RTA we also need our councils to advocate for their timely design and facilitate their successful implementation. These projects are:

- Rail Trail, Eastwood to Concord West (2004)
- Chatswood to Harbour Bridge (2004)
- Macquarie University Connections (2004)
- Chatswood to Gladesville (2005)
- Lane Cove to Chatswood (2008)

SHOULD YOU HELP A COUNCIL CANDIDATE?

Councillor candidates are local people and may be your friends, neighbours or acquaintances. It is possible that you may be asked to help them in their campaign, such as by handing out leaflets. If you want to help a candidate that's fine, but that's a personal decision and must be done in a personal capacity and should NEVER appear as being support on behalf of Bike North (even if they are a Bike North member!). Bike North itself MUST be independent of political support.

See pages 5, 6, 7 & 8 for information about specific local council areas.

Bike North Bike Maintenance Evening (Advanced)

We are currently seeking expressions of interest from members who think they might have the skills necessary to participate in the Advanced Bicycle Maintenance workshop.

Following on from our successful "Beginner Maintenance Evenings" Bike North will be hosting an "Advanced Bike Maintenance" workshop on a Monday in February or March.

Unlike the Beginner workshops this workshop is not free and a fee of \$15 per person applies to any member wishing to attend. There is limit of ten(10) people on the workshop and you will also need to have a number of prerequisite maintenance skills before you can be accepted for the workshop. Wheel building will not be covered by this workshop.

The evening will be run by a fully qualified bicycle mechanic in a professional workshop.

If you are interested or want more information please contact Graeme Edwards on 9476-3624 or email info@bikenorth.org.au with your details.

If you have any suggestions as to what you would like to see covered by the workshop then please include these in your email.

We will be running further Beginner Maintenance workshops in the future.

We want your ideas!!

Bike North has just created a group to promote Bike North activities, such as our rides, festivals, other special events or just to raise our profile. There is a number of people already involved and we are looking for promotional ideas from any members. Please send your ideas to info@bikenorth.org.au or phone Debbie on 9476 3624.

Member Profile: Craig Mac

How long have you been a member of Bike North?

I have officially been a Bike North member since August 2003.

Why did you decide to join Bike North?

Guilt, basically. In the previous 12 months, I'd been on many of the rides, checked out the web site, and been given lots of good advice and encouragement from other members. To continue to accept this hospitality and goodwill without joining didn't seem right to me. Oh, and no one has laughed at my MTB, or made any derogatory comments about my lack of style in riding gear. What an accepting bunch!

How long have you been riding?

I learnt to ride as a kid, but my parents didn't allow me a bike, because it was "too dangerous". Now that I'm old enough to rebel, I bought a medium level MTB in December, 2001, and have ridden about 5,500 km since.

I have really enjoyed finding things like Cooks River Cycleway to the Airport, Parramatta Valley Cycleway, and the Oaks trail in the Blue Mountains.

What made you decide to do "Around the Bay in a Day"?

I had heard from some Melbournians about the event, and a work colleague sent me his training schedule. I'd enjoyed the "Great Tasmanian Bike Ride" earlier in the year, which was organised by the same people, and had convinced a friend that it was a challenge he needed to tackle as well.

What type of bike did you use for the ride?

I used an Apollo LSX 1.3 Mountain Bike, that has a decent set of slicks. It's in the \$800-\$1000 range, with a middle range Shimano gear set (Shimano Alivio rear derailleurs, Rapid-Fire shifters, V-Brakes, etc).

It's not the lightest bike, but it's reliable. I was lucky not to get a puncture but noticed many road bike riders stopped to replace flat tyres.

It is quite a long ride, did you make any changes to your bike?

None, apart from a service beforehand, and making sure I had approx 60 psi in the tyres.

2004 Diary Dates

BIKE NORTH EVENTS

9-12 April 2004 **Tour de Cowra**

Register now! Registration and tour details can be found on the BN website (<http://www.bikenorth.org.au/cgi-bin/rides.pl?ride=80>). This year there is a small registration fee and participants will need to register before April 1 !! Further information from Keith & Fran, 9614 0777

2 May 2004 **Bike North Century Challenge**

8 May 2004 **Bike North Special General Meeting** (more info about this in April Chain Mail)

15 August 2004 **Bike North AGM & picnic**

OTHER UPCOMING EVENTS

7 March 2004 **Tour de Hills' ride**

20-28 March 2004 **RTA Big Ride**

The only other change I made was to the seat height. After the first stop at 24 kms, I had to lower the seat a notch, which resolved my left knee pain. I had adjusted the seat when fitting my bike onto the car for the trip down. From now on I'll pay much more attention to recording and marking my favourite and comfortable position, rather than guessing the right seat height.

Did you do any training for the ride?

I try to ride a few times each week to work (Ryde to the Sydney CBD, which is 16 kms), and participate in a long Bike North ride every 2nd weekend on average. I had ridden from Gloucester to Sydney over the October Long Weekend (375 kms in 4 days), and felt that with the other regular riding, I'd be ready for the 200+ kms of the "Around the Bay" ride.

I also think the 42 kms I'd been doing regularly with the Bike North crew around Olympic Park on Thursday nights helped. My stamina gets tested trying to keep pace over the faster laps, and that stamina was tested in Melbourne on the 19th of October.

What time did you start?

The event starts between 5:00 am and 5:25, with the gun riders who estimate a 6-8 hour journey the first away. I crossed the start line at 5.30, as it took a bit longer to ride the 5 kms from where we parked to the start area

than I expected.

Did you do the ride alone or with a group?

I had convinced a friend from the Tassie ride to enter as well, so we started together. We got separated in the rain for a bit, but rode together for the last 40 kms to the ferry at the halfway point and then got separated again later in the ride. I'd say most other riders were in groups or pairs.

Which direction around the Bay did you choose?

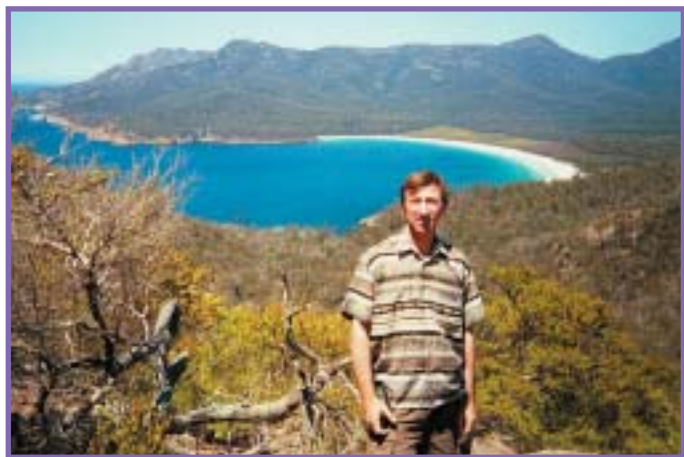
I had been told the anti-clockwise direction was preferred, but by the time I got my application in, this direction was full. Going clockwise around the bay was probably a blessing, as I had tailwinds to push me home.

How often did you stop for food and water?

At every rest stop. After reading some good articles on hydration and eating (thanks Debbie!), I was determined to eat and drink constantly. I must have been keeping the fluids up, as I had to use the loo at about every rest stop, which were every 30-40 kms along the route.

How did you find out about what you needed to eat and drink?

This is where being a member of Bike North



is invaluable. Most people I'd spoken to about the ride were supportive, and provided good advice, or even better, some detailed articles. We'd eaten well before the ride, loaded up on the carbohydrates the night before, and drank from the 2 water bottles even when we didn't feel thirsty. The strength I had at the end proved I'd had good advice.

Tell us what you took with you to eat along the way?

About a dozen muesli and fruit bars, and a banana. Chocolate bars were provided at many stops, and lunch (which was provided) included some more power bars.

What did you drink?

Just water, but my friend was rejuvenated by a Gatorade type drink at the 190 km mark. As I said, I concentrated on drinking regularly, and I'm sure it paid off.

Would you do it again? If so what would you do differently?

At this stage probably not. Now that I've ticked off this event, I think it's time for some different challenges. If I did it again, I'd probably try to improve the time a bit. I spent about 8.5 hours on the bike, and averaged about 26 km/h for the whole trip.

Are there any tips you would give to our readers if they were going to give "ATBIAD" a go?

I'd really encourage anyone to do it at least once, and if at all possible, enter a friend as well. The sense of achievement is fantastic at the end.

I'd suggest riding regularly, at least 3 times a week, and getting in some long rides of 80+ km at least every fortnight in the 2 months prior to the event. My longest ride beforehand was about 120 km in a day, so I was nervous about how I'd cope with the extra hundred. By curbing the desire to overtake everyone in the early stages, and resisting the temptation to power up the hills, I reckon I saved my energy for the longer second half.

Padded bike shorts are essential, and I found the bike shirt with the pockets in the back all I needed to store my wallet, rain jacket, sunscreen, fruit and food bars. Doing the ride in a similarly paced group would be ideal, as it not only provides good training routines, but gives you someone to argue with when you think you might want to pull out because you can't feel your hands anymore!

I'd also make sure you had the basic tool kit and spare tubes, as the support vehicles seemed few and far between.

Cycling for Transport

ResMed Velo; Corporate Cycling Success

Mike Tremain

ResMed is a successful medical device company based in North Ryde that also has its own corporate cycling club. As an organisation, ResMed acknowledges and supports its employees' efforts both at work and when representing the organisation on two wheels. The company helps its riders in a number of different ways such as via subsidized entry fees to events, corporate team cycling kit, providing refreshments at events and charitable donations.

But how did this all begin? A few years ago, two riders met in the company car park one morning for a ride. From this casual start, more riders became interested. Despite the comings and goings of riders over the coming years, this interest has continued to grow. From this nucleus we formed ResMed Velo (albeit tongue in cheek at the time) and arranged our first team entry of 9 riders into the MS Society annual "Sydney to the Gong" 92km ride.

That was four years ago. We now put together 35 riders, in our club colours, for this event each year. We can also be confident of putting together over 25 riders for other events such as the Tour De Hills and the RTA Sydney Bike Ride. Importantly, we feel we have developed a culture where getting involved and supporting charity bike rides is considered the right thing to do; not to mention the positive impact on morale brought about through the buzz of riders leading up to and after each event we take part in.

How can you emulate our success and get the corporate cycling spirit in your organisation? Although, there are a number of approaches, here are some ideas that we found to be of great benefit.

- Organise morning rides leaving from your company site; this is a great way to keep fit and to get to know riders from other areas within the organisation.
- Encourage all riders regardless of their fitness to take part in events and take time to talk to them about cycling when you see them. I find that the e-mail group, that I have set-up, is a great way to notify riders of coming events. As you get new riders simply add their names to the list.
- We pulled together some enthusiastic riders who helped share the load of organizing events. Organising and promoting team events, collecting money and answering the inevitable questions can be demanding, so why not share the load by appointing a coordinator for each event.
- It is great to unify a team via a corporate cycling jersey and/or shorts. We designed our jersey in house and used the roughs to help gain financial support for their purchase. We were lucky in that we had a forward thinking HR director



who recognized the benefits of team events for an organisation. A word of caution: manufacturers often require a 4 to 8 week lead time, so plan ahead and don't be afraid to ask for samples.

- Raise the profile of cycling and the events you take part in by

contributing an article and a photo to your organization's newsletter. If you have an intranet there is nothing like posting photos on the first working day after the event while the buzz is still in the air amongst the riders.

- Don't forget the charitable aspect of organised events. It is great to help those less fortunate, so why not try to raise some money, be it via sponsorship from work mates or from your organisation?
- If your team gets mentioned in a local newspaper or other publication, even a photo with one of your team members in the background, then let your team or corporate sponsors know.
- Set a budget for cycling. Think about the team's needs and submit a budget so that hopefully you gain some financial support.

Although cycling is continuing to develop at ResMed, we are happy with our successes and look forward to bigger things. I am no longer the only person who commutes to work daily by bike as more people seem to be realizing the benefits of leaving their cars behind in the morning. Why not try promoting cycling within your organisation?

What's happening locally

This section gives an overview of what has happened for cycling in each council area over the last council term. You should have an idea of how important it is to make your views known to council

HORNSBY

Graeme Edwards

In 2001 the Hornsby Working Group had a meeting with the Mayor and General Manager to discuss cycling facilities in the Hornsby Shire. The important things to come from the meeting were undertakings to provide us with information on:

- the current budget for cycling facilities;
- how the money has been spent so far; and
- the overall timetable to complete the Hornsby Bike Plan.

Unfortunately we did not get all our questions answered. There was mention of establishing a Cycling Facilities Working Group that would work with the Planning Division. The off_road cycle path between Westleigh and Pennant Hills was also mentioned and at the end of 2003 submissions were asked for on the Development Application. The biggest project for 2001 was the Cherrybrook Integrated Transport Plan - which was accepted by Council in July. In 2001 a charity worker walking along the

footpath on Galston road was hit by a car and killed. As a result the RTA upgraded the road, including a cycle lane, by the end of 2002.

In 2002 we met with Council to discuss the missing link between Pembroke St, Epping and the cycle path on the Ryde side of Terry's Creek. We are still waiting for this missing link to be completed. Council told us that they would establish a Bicycle Liaison Position.

In September of 2002 Bike North participated in Hornsby Earthwise Day to show residents of the Shire how they can improve the sustainability of their day to day activities. This raised the profile of Bike North with the council and led to more involvement with council's activities.

In 2003 Bike North was asked by Council to provide a cyclist to appear in a video aimed at explaining the sustainability indicators including sustainable transport. At the end of 2003 the new Pedestrian and Bicycle Safety Officer position was created. The position holder is to monitor and take advantage of any opportunities for funding cycling and pedestrian infrastructure and advise how Council money should be spent on these things. This new position will serve us better and be able to work across departments within Council. 2003 also saw action on the

cycleway linking Timbarra Rd Westleigh and Bellamy St Pennant Hills via the fire trail in Berowra Valley Park.

HUNTERS HILL

Alister Sharp

The major achievement of the last four years has been the development and adoption of the Hunters Hill Bike Plan by council although very little from the plan has yet been built. Council has developed a short link from Riverside High School over the footbridge towards Tarban Creek and plans to extend this further along Tarban Creek. The working group would prefer that priority was given to line-marking, signage and bike paths over that recreation route. The highest priority route for line-marking would be Ryde Road.

Major issues in Hunters Hill are:

- Cycle bridge over the Victoria Road access ramp to Gladesville Bridge which has been designed several times by the RTA and should be a high priority for safety reasons. We need council to actively lobby for this bridge.
- Cycle access through Gladesville Hospital and under Victoria Road. This was made a requirement of development consent for the site and has been well supported by council. The Health Department is the current obstacle authority.
- Bicycle facilities along Pittwater Road to complement those already in place to the east, an important link from Hunters Hill/Gladesville to North Ryde.

KU-RING-GAI

Hette Mollema & John Watts

Ku-ring-gai has, over the last few years, started to make some real progress towards establishing a network of bicycle routes. There was a great leap forward when the Regional route was established from North Ryde to Turramurra via Brown's Waterhole, although much of the shoulder on Kissing Point Road still badly needs sealing.

- Bobbin Head Road now has upgraded shoulders and marked bicycle lanes for much of its length. The southern end and a connection to Turramurra Station have yet to be completed.
- Shared path on Burns Road from Clissold Rd to Warrimoo Ave has been completed, but Killeaton Street remains unfinished to Collins Rd, as does the extension of this route to St Ives High School via Link Road.
- Bicentennial Park to De Burghs Bridge route is now completed except for a part from Yanko Rd south for about 400 metres which has a temporary bitumen seal which still needs widening and permanent paving.

The task is to complete all the missing links to create a safe and usable network.

2003 saw the inauguration of a Ku-ring-gai Bicycle Committee and the initial impression is that it will be a very effective voice to advise on further enhancements. The Chairperson is Councillor Kitson who is also a member of Bike North as are a number of the committee members.

Overall, while we are impatient to see a fully operational bicycle network established, if we look back 5 and 10 years, we have actually achieved a fair degree of success.

There are many residents in Ku-ring-gai who would love to feel that they could safely ride their bikes for recreation and transport. Our challenge is to help Council to make this a reality. Accordingly, a Bike North review of the Council's bicycle plan has proposed the basis for further bicycle facilities. Also, we have suggested to Council, the need for facilities within the medium density housing plans along the Pacific Highway/railway corridor.

LANE COVE

Russ Webber (North Shore Bicycle Group)

(Some members of Bike North live in Lane Cove Council area and Russ Webber from the NSBG has produced a summary article for those members.)

Lane Cove has implemented most of their signposted bicycle network, being fortunate that nearly all is on-road and therefore low cost implementation. A couple of more controversial but essential works have been rejected at this stage, so we need to increase lobbying for improvements to the network. As well as this network, a couple of bicycle security lockers have been installed along with bike racks, with further increases hopefully in the coming year.

In 2006, a major improvement for cycling in Lane Cove will be provided with the construction of the Lane Cove Tunnel linking to the Ryde and Willoughby areas. A high quality seven kilometre long RTA Regional Route cycleway will be provided from Naremburn to North Ryde along the Gore Hill Freeway / Longueville Road / Epping Road corridor.

Some developments that should involve or will impact cycle facilities are the Woolworths shopping centre proposal, the Rosenthal carpark site and the Waterbrook Sunshine homes site on the Highway. The latter work may impact cycle routes in the area. We are requesting that the RTA should require as part of the approval process that the three bicycle-dangerous 'S' lanes on the Pacific Highway in Lane Cove be modified to bike-safe designs. They are all northbound on the Pacific Highway at Albany Street and Westbourne and Campbell Streets at Gore Hill.

Council's planning section has been disappointing with regard to cycling and continues to give little, if any, consideration to cycling. Of interest will be the recommendations of a Sustainability Action Plan to council.

Thank you to members of the Bicycle Committee, including its chair, Professor Philip Burgess, Josh Blake and councillors, Rod Tudge and Francis Vissel and the other supportive councillors.

MOSMAN

Alan Philips, Carolyn New

Mosman Council has not had an active bicycle program for many years, but due to lobbying by BNSW member Alan Philips,

a Council Bicycle Advisory Group was formed mid 2003 and a small budget allocated.

The Advisory Group has already been successful in its application for a grant from the Sharing Sydney Harbour Access Grants and has been offered \$70,000 for a Taronga Zoo Wharf to Balmoral Beach cycle route. To finalise this offer Council must agree to equivalent funding.

The Advisory Group is also keen for a new Bike Plan and council has agreed to their proportion of that funding. Commencement is dependent on equivalent funding from the RTA.

Other Advisory Group priorities are to remove the bar on cycling on the Spit Road footpath between Parrawi Road and Stanton Street and a review, with the RTA, of the proposed regional route.

Thank you to Councillor Shirley Jenkins who has supported and attended the Bicycle Advisory Group meetings.

NORTH SYDNEY

Carolyn New

Council has a long history of voicing support for alternative modes of transport to the car, such as walking and cycling, with support written into strategy documents and plans. These policies have not always translated into actions over the last four years, cycle access often losing out to pedestrian access and car parking e.g. the top of Willoughby Road, Crows Nest, where council refused to provide for contra-flow cycle access. The proposed Public Domain Strategy for St Leonards poses a threat to the proposed Atchison St bike route unless council can be convinced that a contra-flow lane is necessary.

Budget allocation for cycling facilities has been constant, although minimal. Facilities provided during the last four years include line marking and sign posting of Wollstonecraft to North Sydney Route and cycle bypass at Grafton/Lambert St, Cremorne. A new Bike Plan was commissioned and drafted but the result is barely adequate and has yet to be adopted by council.

Council has a long term Bicycle Committee which has met only a few times a year which will now, in a positive move, amalgamate with the Pedestrian Committee and meet bi-monthly. Council has supported proposals from the Pedestrian Committee for improvements to access around the Warringah Freeway associated with the Lane Cove Tunnel that would be also be beneficial for cyclists.

One major issue in North Sydney is the steps leading to the Harbour Bridge cycleway where any alternative ramp has been steadfastly opposed by many councillors on heritage grounds.

Priorities for the next four years include:

- Update of draft bike plan as per NSBG submission and adoption by council.
- Implement routes in the bike plan.
- Cycle friendly improvements to Pacific Highway, including removal of S-lanes and providing advanced standing lanes/priority starts at key intersections.
- Inclusion of cycle facilities in all public domain strategies.
- Continuing advocacy for pedestrian/cycle facilities from the

Lane Cove Tunnel project including a shared bridge across the Warringah Freeway and access along the eastern side of the Freeway under Falcon and Ernest Streets.

- Ramped access to Harbour Bridge Cycleway.
- Legal bike access westward along Berry St, between Denison Street and Miller Street.
- Legal westbound provision for cyclists in Middlemiss St. between Arthur St and Walker St (south).

Thank you to Councillor Nick Ritten, chair of the previous Bicycle Committee and to Councillors Veronique Marchandean and Paul Oglesby who also attended meetings of the Committee.

RYDE

Wayne Spencer

2000: The John Whitton bridge cycleway between Meadowbank and Rhodes was opened.

2001: The Bridge over Shrimptons Creek at North Ryde was completed as part of the Shrimpton's Creek cycleway, planned to extend between Macquarie Park and West Ryde. The cycleway extending across Shepherd's Bay at Meadowbank was upgraded as part of a foreshore improvement program.

2002: Work continued on extending the Shrimpton's Creek Cycleway.

2003: Bike parking rails installed at five local shopping centres within Ryde. Work continues on the Shrimpton's creek cycleway.

In 2004 council plans to construct a cycleway between Terry Rd and Denistone Rd through Denistone Park. Council is also planning to continue its work in reviewing the Ryde Bike Plan and producing a map of useful cycling routes within the Ryde LGA in consultation with Bike North.

Bike North continues to be represented on the Ryde Bicycle Committee with meetings every couple of months.

Thank you councillors, Roslyn Lunnsford and Terry Perram for their support over the past four years.

WILLOUGHBY

Carolyn New

Main cycling achievements over the past four years were the completion of the Artarmon Pathway and the innovative bike lights crossing of Mowbray Road which together completed the bicycle route from Naremburn to the threshold of Chatswood CBD.

The Artarmon Pathway was an extremely controversial project that divided the local community as a proposal, but is now regarded as a valuable community asset, well used by walkers and cyclists alike. The time schedule for these projects was lengthy, expensive to complete and only possible due to the commitment of our supportive councillors and excellent follow through by council engineers.

Willoughby has a large Bicycle Committee that has met regularly every six weeks over the last five years. They have prioritised further cycling facility projects to be the Chatswood CBD Links, West Street steps, North South route, West Chatswood routes to Lane Cove Park and Mowbray Rd/Epping Rd intersection

and Chatswood to Northbridge and Castlecrag routes. None of these works have commenced past the design phase for various reasons, such as failure to gain RTA funding, complications with the Parramatta Rail Link project and inadequate planning for funding.

In 2003 funding for cycle projects is specifically included within the Management Plan with the West Chatswood routes targeted for this financial year and the North South route and West Street steps for the following year.

Bicycle implications are now considered in all road works. Examples are the bicycle logos on the approaches to the Johnson St roundabouts and green bicycle lane on intersection treatments such as Orchard/Johnson and Smith/High.

Council revised their Car Parking planning document in 2003 to include provision for bicycle parking in new developments and to encourage cycling. Council also developed a Workplace Travel Plan in 2001 to encourage travel to and from council offices using alternative modes to the car. Recent positive initiatives have been interest free loans for staff to purchase a bicycle and production of a brochure to encourage staff to cycle to work.

Unfortunately, opportunities for improved cycle access facilities from proposed developments such as the Pacific Place project at Chatswood Station have been lost due to a lack of understanding of cyclist needs by council planners.

Our priorities for the next four years are:


- Development and adoption of a new Bike Plan.
- Completion of the prioritised bicycle committee projects.
- On-going pro-active support for the RTA regional bike routes and cycle works associated with the Lane Cove Tunnel and Parramatta Rail Link projects.
- Better integration of council land use strategic planning with bicycle planning.
- Revision of the Section 94 Plan to allow for funding and potential for land dedication from developments.

Thank you to our Bicycle Committee councillors, Kate Lamb, Martin McCurrich and Chris Komor and all those who councillors who supported our projects.

Crank Rites

So you think you have 21 or more gears

If you think that your bike has the advertised number of gears, then you were sold a Dud. You probably have only about 11 to 14 gear combinations. This is not all bad news as the gearing is chosen to minimise bending the chain, and thereby to minimise the inevitable wear on the chain and gear wheels.

To see the effect, shift to the large chainwheel that is attached to the pedal cranks, and to the largest sprocket that is attached to the rear wheel. Look along the chain and you will see the chain is bend in a distinct "S" shape. Riding the bike with this bend in the chain will cause wear in the chain-link joints. This wear will effectively lengthen the chain so that it  will not fit properly over the gearwheels and wear them out faster too.

See also <http://www.chainreaction.com/chainlife.htm>, or <http://www-adl.stanford.edu/images/bikelab.pdf>

To work out how many gears you really have, count the number of teeth on your chainwheels. Then count the teeth on the sprockets, if they are not stamped on them. If you do not want to get your hands dirty, then use gloves. Also measure the overall diameter of your wheels, from tread to tread.


Now go to any of the bicycle gearing websites below and fill in the details.

<http://www.panix.com/~jbarrm/cycal/cycal.30f.html> or

<http://www.franksandytim.co.uk/gearcalc.html> (calculate circumference as $2 \times 3.14 \times 1/2$ wheel diameter) or

<http://www.bicyclesource.com/bike/gear/gear-javascript.html>

The results will show that there are many combinations of chainwheel and sprockets that have almost the same gear ratios, or developed distance.

On my bike, with chainwheels of 48/38/28 and sprockets of 13/15/17/19/21/24/34, the 48-19 combination is almost the same as the 38-15 combination. The same is true for 48-21, 38-17 and 28-13. 

The results show that the 7 gears on the centre chainwheel are augmented by an extra 2 ratios for the larger chainwheel, and an extra 2 ratios for the smaller chainwheel. This gives a total of 11 gears instead of the advertised 21 gears. All this to reduce the chain wear.

It is recommended to only use the lower 4 gears with the smaller chainwheel and the higher 4 gears with the larger chainwheel to minimise chain bending. With the centre chainwheel you can use all your gears apart from maybe the highest and the lowest gear. Oh, and do put some oil on the chain to help it along.

Local Working Groups

| 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 | hornsby@bikenorth.org.au | 9868 2904 |
| Hunters Hill | Alister Sharp | hhill@bikenorth.org.au | 9879 3664 |

You can also subscribe to your local workgroup email list. You do this by sending an email to 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.

Riding & Touring

Eating on the Go (Fuel for Touring)

Debbie Edwards

Was participating in Tour de Cowra this Easter on your New Year's Resolution list, or are there other cycling challenges on the books?????

One way or another, if you are planning on embarking on one of the more strenuous Bike North events, or the Bicycle NSW Big Ride this year, you will need to consider the type of fuel you need to keep those wheels a-spinning.

Fuel = Food!!!!!!!!!!!!

For the purposes of this article I will be concentrating on eating while in Cowra.

Tour de Cowra offers a range of rides with varying degrees of difficulty. With this in mind, planning your meals and what to take with you in pockets, panniers or packs is a must. What you eat before and after the rides is equally important.

Your planning should start in Sydney before you head west over the Blue Mountains. You will need to bring your provisions for Good Friday (the shops are closed) and the rides on Easter Saturday commence before the shops open. Additionally, on some of the rides there is nowhere to purchase food during the ride.

The challenge for first time Tour de Cowra riders is the non-stop riding. This makes re-fuelling a little more difficult - do not underestimate the need to regularly eat food AND drink plenty of water or sports drink while riding. Waiting until you have completed 40 odd kilometres is too late.

For instance, take Fred. He is a keen BN rider, fit and has a road bike. He weighs around 70kg and will be doing the Mt Collins Ride. This is a 72km route, with a stop at Wattamondara (at the 27km mark), a well earned rest at the top of Mt Collins after about 8-10km of uphill riding (at 48km) followed by a ripper of a downhill run back to Cowra to complete the 72km loop. He will need 8 - 10g of carbohydrate/kg body weight to refuel daily. This equates to between 560 - 700g of carbohydrate (CHO) a day. To achieve this he will need to plan his meals and snacks, before, during and after the ride.

What will Fred's eating pattern look like?

| | g CHO | subtotal |
|-------------------------------------|-------|----------|
| Breakfast: | | |
| 1/2 cup raw rolled oats (cooked) | 25 | |
| 250mls milk | 12.5 | |
| 2 slices toast (scrape marg/butter) | 25 | |
| 1 1/2 Tablespoons jam | 25 | |
| 120 mls fruit juice | 10 | |
| Tea or coffee | - | 97.5 |

At Wattamondara:

| | | |
|---------------------|----|-------|
| 1 banana | 25 | |
| 350mls Sports drink | 25 | 147.5 |

At Mt Collins:

| | | |
|---------------------------------|------|-------|
| A jam sandwich (2 slices bread) | 50 | |
| 5 dried apricot halves | + | |
| 1 Tablespoon sultanas | 25 | |
| 1 apple | 12.5 | 235.0 |

Fred drank 1.5 litres of water during the ride

Back at Cowra:

| | | |
|--|----|-------|
| 1 large chicken, cheese and asparagus roll | 50 | |
| 1 chocolate thick shake | 50 | |
| 2 space food sticks | 30 | 365.0 |

Dinner (cooked in camp based on recipe from *Survival for the Fittest* - cookbook from the Australian Institute of Sport :

| | | |
|--|------|-------|
| Spaghetti bolognese (150g pasta/serve) | 97 | |
| 1 cup canned fruit + 2/3 cup custard | 50 | |
| 200mls cordial | 12.5 | 524.5 |

Supper at Camp Kendrick sitting around the "camp fire" swapping stories and tall tales:

| | | |
|---------------------------|----|-------|
| Fruit cake | 27 | |
| 5 - 6 pieces of chocolate | 20 | |
| 250mls fruit juice | 25 | 596.5 |

As you can see, Fred ate and ate and ate and drank and managed to consume 596.5 g CHO (the recommended range being 560 - 700g CHO).

He took quite a bit of this food with him on the ride. Without it he would have only consumed 459g CHO and would not have been able to refuel adequately.

Careful planning will ensure that you (like Fred) will have plenty of carbs to eat on the rides. Obvious items include bread, jam, fresh fruit, dried fruit, fruit juice, Sports Drinks (powder version is cheapest), Space Food sticks, muesli bars or even some of the sports bars (easy to carry but expensive), fruit cake, chocolate, jelly beans, jelly babies etc. etc.

If you are planning your first Tour de Cowra and need help with the food side of things contact the Tour de Cowra organizers or the author of this article.

If hills are your friends, who needs enemies?

Frances Griffin

Anyone can climb a short, sharp hill, just get out of the saddle and go like crazy, the pain won't last long. It is the long, steady hills that we are so fond of in Northern Sydney (Brooklyn, Bobbin Head, Mt White etc) that can really hurt. No matter what kind of rider you are, what your hill climbing technique is like, or how fit you are, these hills can defeat you if you let them. To climb a hill well - and not suffer for the rest of the ride - is a significant challenge.

Climbing is a matter of striking the right balance between Braveheart and Wuss-in-Boots, both of whom live in your mind and spend a lot of time trying to get your attention. Braveheart is invincible, confident, competitive, always wants to do well and nothing stands in his way, but he is often really stupid. He boosts your energy reserves when they are flagging, and encourages you to make that extra effort.

Wuss-in-Boots is sensible, careful and makes you feel good about being yourself instead of a champion, but is rather comfort-loving and doesn't like to try hard. He reminds you to carry enough water and actually drink it, prevents you having a heart attack and helps you save enough energy to get home. Wuss-in-Boots thinks about the Hill, Braveheart thinks about your average speed and other riders.

On a typical Bike North ride you can group the riders relative to yourself. There is the INCT group (I'll Never Catch Them) and the TWCM group (They Won't Catch Me), but the ones you really need to worry about, and who will help you ride your best are IMCT (I Might Catch Them) and TCM (They Might Catch Me). Of course that idiot Braveheart always wants to try riding with INCT, but poor little Wuss-in-Boots is happy as long as TWCM's membership isn't reduced.

You can use these other riders to boost your performance, without really needing to get ultra competitive. On the way to the hill, try to assess how IMCT and TCM are going. Is there anyone in IMCT who seems to be working too hard to keep the pace? Is there anyone in TCM who is looking really sharp today? Notice which riders typically go out too hard and then die, and which ones quietly plug away and then cream everyone at the end. This can help you plan your

strategy, since it would be nice to get the better of some other riders at the same time as improving your climbing.

The Hill starts. Braveheart says "Let's get 'em!" but don't listen too hard, you'll regret it when Wuss-in-Boots says, "Told you so, you always start something you can't finish." Let the Bravehearts in IMCT do their worst, you will make up ground later. Of course if Wuss-in-Boots has too much say, you will fall too far behind to catch up and Braveheart's pride will be hurt, but you will not be tired at the top of the Hill.

Now you are climbing with several other riders. The pace has settled, and everyone is having his own private struggle with Braveheart and Wuss-in-Boots. Now who is winning in whose head? Who can still talk without breaking the sentences up? Who is going down through the gears? This is a Braveheart attitude of course, but a useful one, as it occupies brain cycles so that Wuss-in-Boots can't get a word in. But then Wuss-in-Boots manages to say "My legs are getting a little bit tired, and I sound like an old steam train, and my heart-rate monitor might beep, and I should save energy for later...". Have a look around, one rider is off the back, Braveheart is pleased, but Wuss-in-Boots warns "Don't go yet, too early, you'll die".

Someone goes off the front. Braveheart wants to go too, but Wuss-in-Boots knows that this was a bad strategy last time and that rider really should be in INCT, so let him go.

Another rider drops off, and another makes a move, a rider who has almost the same IMCT and TCM groups as you. Will we or won't we? Ok Braveheart, we're after a personal best today, so let's go! Stick to that rider like glue, don't let him get more than a wheel in front, especially with the steepest part of the hill just around the corner. "Are we there yet?" Shut up, Wuss-in-Boots!

Not far now, Wuss-in-Boots is getting persistent with advice about saving yourself for the ride home, but he always exaggerates and the coffee stop is not far. This is the time to listen to Braveheart, you want that extra boost for a good finish and you want to get there before all of TCM and as many of IMCT as possible.

A major effort for a short distance will not have much effect on how you will feel for the rest of the ride, but having tried your best, paced yourself well and maintained or improved your private ranking against other riders will give you a great sense of achievement. Very occasionally you will get there ahead of a rider from INCT, but usually

because he or she has had only three hours sleep and a hangover, but it still feels good.

The post-mortem at the top of the hill is always fun, as riders describe the way someone passed them as if they were standing still, or how they used every ounce of energy to catch another rider, only to be outdone near the end, or how they thought a particular rider was catching up - but wasn't... Comparing notes on the climb and observing how other riders felt can be really interesting and informative, especially if you are listening to the INCT group's stories (they exaggerate too).

When riding alone there is still the battle between Braveheart and Wuss-in-Boots, but it is easier for Wuss-in-Boots to get the upper hand. On a Hill you know well, try to go harder where the grade increases for a short distance, rather than changing down. Every time you climb it, try to refine your strategy so that you get the best climb for the least pain. The strategy will be different for everyone, some riders take a while to get into a rhythm but finish well, others prefer to go hard for as long as possible then settle into a more gentle pace. How well you have climbed is not judged on speed alone, it is important how you feel at the top. You should be able to recover quickly and complete the ride as if only the distance mattered, not the terrain.

Of course we all have a Hill which is a mortal enemy. Mine is Kissing Point Road. I have never climbed it so that Wuss-in-Boots isn't hysterical and Braveheart hasn't ended up a blubbing mess. I'll keep trying... if only I didn't keep avoiding the need to climb it...



Willunga Hill, SA

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.

BNSW GRADINGS

Slow, mOderate, Fast, Easy, Child friendly, some Traffic, cycle Paths, cycleWays, significant Hills, eXperienced riders, Unsealed or dirt roads, Mountain bikes

FEBRUARY

Date: Sun 01/02/2004
Ride: Governors Loop
Grade: Medium, BNSW Grade: OTH Distance: 55
Group: Bike North
Contact: Joan Kerridge, 9909 8925
Starts at: 07:30. St Leonards stn concourse Cycle North Shore bike routes and quiet roads to Spit Bridge and Seaforth to Oxford Falls Rd and up to Governor Phillip Lookout at Beacon Hill. Complete the return loop through Harbord, Balgowlah, Spit bridge and back to the start. Of course there will be a coffee stop.

Date: Sat 07/02/2004
Ride: Eastwood to Parramatta Big Loop
Grade: Medium, BNSW Grade: OTP Distance: 44
Group: Bike North
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30. Eastwood stn west side Ride up to the M2 and on to Winston Hills, then down the cycle route to Parramatta Wharf Café. Return via PVC to Meadowbank then up the hill to Eastwood.

Date: Sun 08/02/2004
Ride: Two National Parks
Grade: Medium Hard, BNSW Grade: FHX Distance: 55
Group: Bike North
Contact: Keith and Fran Griffin, 9614 0777
Starts at: 07:15. Beecroft Station (western side) Ride to Hornsby and then to Bobbin Head, up the other side to Turramurra and then onto the Pacific Hwy. Down the hill in Grosvenor Rd to Lane Cove River park, then return to Beecroft via the M2 and Beecroft Rd. Pace will be brisk. Option to join the ride at Hornsby and get a train back from the end of the ride.

Date: Sat 14/02/2004
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS 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 14/02/2004
Ride: Reverse Bobbin Head
Grade: Medium, BNSW Grade: OHT Distance: 25
Group: Bike North
Contact: Graeme Edwards, 9476 3624
Starts at: 07:40. Hornsby stn west side Ride via Wahroonga and Turramurra to Bobbin Head for coffee, returning up the steep way to Mt Colah and back to Hornsby.

Date: Sun 15/02/2004
Ride: Northern Beaches and Back Roads
Grade: Medium Hard, BNSW Grade: FHX Distance: 75
Group: Bike North
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30. Turramurra Stn east side. Ride via Terry Hills, Church Point to Sata Vale, then follow the coast to Manly for stunning views and coffee. Ferry to the Quay then ride to Turramurra via cycleways, Lane Cove NP, M2 and Brown's Waterhole. Many variations available. Some hills and traffic. For fit and experienced riders.

Date: Sat 21/02/2004
Ride: Triple S Ride
Grade: Medium, BNSW Grade: Nul Distance: 55
Group: Bike North
Contact: Joan Kerridge, 9909 8925
Starts at: 07:30. St Leonards stn concourse Cycle North Shore bike routes and quiet roads to Spit Bridge and Seaforth. (hills? - yes). Follow Wakehurst Parkway to coast, then cycle paths around Narrabeen Lake (2km dirt) to Dee Why and Manly for coffee/brunch. Return by ferry

to Quay and ride via Harbour Br to start.

Date: Sun 22/02/2004
Ride: Botany Bay Bacon
Grade: Medium, BNSW Grade: OP 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 22/02/2004
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 26
Group: Bike North
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: Sat 28/02/2004
Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 38
Group: Bike North
Contact: Graeme Edwards, 9476 3624
Starts at: 08:00. Hornsby Station west side ride along the old Pacific Highway to the café overlooking Brooklyn for morning tea and great views. Back track to Hornsby. Some moderate hills.

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: Sun 29/02/2004
Ride: Exploring Eastwood
Grade: Easy, BNSW Grade: EST Distance: 17.5
Group: Bike North
Contact: Keith and Fran Griffin, 9614 0777
Starts at: 07:30. Start at Eastwood Station. A gentle meander through the back streets of Eastwood and Marsfield, passing through Macquarie Uni, returning to Eastwood for coffee and cakes. Develop your hill skills on the rolling terrain with this leisurely paced ride.

Date: Sun 29/02/2004
Ride: Brekkie at Bayview Marina and Brunch at Akuna Bay
Grade: Hard, BNSW Grade: FXH Distance: 95
Group: Bike North
Contact: Phil Johnston, 9312 3319
Starts at: 07:15. Starts at St Ives car park Sata 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: Sun 29/02/2004
Ride: Western Explorer
Grade: Medium, BNSW Grade: OPW Distance: 75
Group: Bike North
Contact: Steve Hillier, 9899 5432
Starts at: 07:30. Starts at Meadowbank wharf. Head west via the M4 cycleway (under the M4 Motorway) to explore Prospect Reservoir's canal routes and Orphan School Creek cycle ways, with a stop at Abbotsbury for an early lunch. Food available however BYO suggested. Return via the Rail Trail and the M4 cycle way once again.

MARCH

Date: Sat 06/03/2004
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS 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 07/03/2004
Ride: Tour de Hills
Grade: Easy to Hard, BNSW Grade: TH Distance: 20 35 70 105
Group: Bike North
Contact: Bike North Special event,
Starts at: Starts and finishes at Dural Country Club. Annual ride supporting local charity. Join the Bike North team for this great rural ride. See BN News and Chain Mail for details.

Date: Sat 13/03/2004
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 26
Group: Bike North
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: Sun 14/03/2004
Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 38
Group: Bike North
Contact: Graeme Edwards, 9476 3624
Starts at: 08:00. Hornsby Station west side ride along the old Pacific Highway to the café overlooking Brooklyn for morning tea and great views. Back track to Hornsby. Some moderate hills.

Date: Sun 14/03/2004
Ride: City Circle
Grade: Medium, BNSW Grade: Nul Distance: 40
Group: Bike North
Contact: Joan Kerridge, 9909 8925
Starts at: 07:30. Artarmon Stn east side or Cycle steps Milsons Point. Ride the historical areas of Sydney CBD including Harbour Br., The Rocks, Darling Harbour, Paddys Mkt., Kings Cross and Woolloomooloo with coffee stop at Cook & Philip Pk.

Date: Sat 20/03/2004
Ride: Hawthorne Canal
Grade: Medium, BNSW Grade: OPT 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: Sun 21/03/2004
Ride: Botany Bay Bacon
Grade: Medium, BNSW Grade: OP 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 21/03/2004
Ride: The Gorge and Berowra
Grade: Medium Hard, BNSW Grade: FHX Distance: 43
Group: Bike North
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: Sat 27/03/2004
Ride: Western Explorer
Grade: Medium, BNSW Grade: OPW Distance: 75
Group: Bike North
Contact: Steve Hillier, 9899 5432
Starts at: 07:30. Starts at Meadowbank wharf. Head west via the M4 cycleway (under the M4 Motorway) to explore Prospect Reservoir's canal routes and Orphan School Creek cycle ways, with a stop at Abbotsbury for an early lunch. Food available however BYO suggested. Return via the Rail Trail and the M4 cycle way once again.

Date: Sun 28/03/2004
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 25
Group: Bike North
Contact: Graeme Edwards, 9476 3624
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 28/03/2004
Ride: North Shore Olympic Grand Tour
Grade: Medium, BNSW Grade: OTW Distance: 70
Group: Bike North
Contact: Carolyn New, 9438 1903
Starts at: 07:30. Chatswood station west side An easy paced ride via Lane Cove NP and M2 to Eastwood, Meadowbank then cross the river to Olympic Park. After a welcome coffee break, return to Chatswood via ANZAC and Harbour bridges.

Date: Sun 28/03/2004
Ride: Northern Beaches and Back Roads
Grade: Medium Hard, BNSW Grade: FHX Distance: 75
Group: Bike North
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30. Turramurra Stn east side. Ride via Terry Hills, Church Point to Sata Vale, then follow the coast to Manly for stunning views and coffee. Ferry to the Quay then ride to Turramurra via cycleways, Lane Cove NP, M2 and Brown's Waterhole. Many variations available. Some hills and traffic. For fit and experienced riders.

APRIL

Date: Thur 01/04/2004
Ride: Shoal Bay Shuttle Extension
Grade: Medium Hard.
Group: Bike North
Contact: John Williams 9988 4478
Starts at: Turramurra to The Entrance via Palm Beach and Ettalong. Ring for details.

Date: Fri 02/04/2004
Ride: Shoal Bay Shuttle Extension
Grade: Medium Hard.
Group: Bike North
Contact: John Williams 9988 4478
Starts at: the Entrance to Newcastle. Ring for details

Date: Sat / Sun 03 - 04/04/2004
Ride: Shoal Bay Shuttle
Grade: Medium, BNSW Grade: OPT Distance: 60 + 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 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: Sat 03/04/2004
Ride: Parramatta Park Parade
Grade: Easy, BNSW Grade: CPS Distance: 25
Group: Bike North
Contact: Col Lambert, 9637 0746
Starts at: 08:00. Meadowbank Wharf. Ride along the Parramatta Valley cycleway to Parramatta Park. Do a lap or two of the park before coffee at the Wharf Cafe, then return via a similar route.

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.