

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.

Lane Cove Tunnel Gets Going

Carolyn New

Finally! Design and construction work on the Lane Cove Tunnel project is due to start.

The project includes a continuous cycleway from Wicks Road, North Ryde to Naremburn Shops. This route forms part of the Harbour Bridge to Chatswood, Lane Cove and North Ryde regional cycle routes using land alongside the Gore Hill Freeway and a reconfiguration of Epping Road.

The construction work will effect the existing road system and cycle access. For example the underpass of Epping Road at the Lane Cove River which many cyclists already use from Magdala Rd, North Ryde to Mowbray Rd will be eliminated due to tunnelling. The Athletics Field at Mowbray Park will be a Work Site and work is already underway to provide car parking, bus turnaround and a shared pathway alongside Mowbray Road. The bike lanes along the Gore Hill Freeway will be eliminated as part of the road widening.

While the type of cycleway proposed in the EIS is not exactly what Bike North hoped for, it will still be a far better cycle facility for most people who cycle to, from or through the area.

Bike North will continue to be involved in the project. It has cycling representatives on two of the three Construction Community Liaison Groups (CCLG). In addition, BNSW has a representative on the Traffic and Transport Liaison Group (TTLG) and is seeking to set up a special interest Cycling Group.

Bike North's involvement will focus on making sure:

- there is suitable access through the area for cyclists during the construction period
- the plans for the cycling facilities don't get downgraded
- opportunities for improving on the plans are seized, when they arise.



New cycling facility at Silverwater, completed in 2003

It's still too early to know the full project details but stay tuned for updates in future issues of Chain Mail. Anyone interested in the history can check out <http://www.bikenorth.org.au/advocacy/lanecovetunnel.html> or chat to Carolyn New (phone 9438 1903).

Consultation with the community is a major part of this project. The project Consortium will be providing information through bimonthly newsletters, quarterly ads in local newspapers, web site and a display centre in Lane Cove (details still to come).

The cycling representatives involved in the liaison groups need your feedback on cycling issues relating to the construction work. **Please ring and report any issues you may notice to the project's hotline number - 1800 009 280.**

MAKING CYCLING BETTER

What's Happening Locally

HORNSBY

Graeme Edwards

Things are certainly happening in Hornsby at the moment. Jenai Davies, the new bicycling and pedestrian safety officer, is settling in well at council and is very keen to move cycling forward in Hornsby. Jenai also rides a bike to work so she is certainly setting a good example.

Our members living in Hornsby would have received a letter from the Hornsby Working group asking for input in to a cycling map for Hornsby. There were a number of ways to have your say.

Unfortunately very few people responded by filling in the forms and even fewer people took up the offer to attend a meeting where we could draw up a cycling map for the area. This is a pity as for the first time in Hornsby we have a council officer that is responsible for making cycling better.

Jenai is keen to get things moving but she needs our help. What does she need? Jenai needs our input, she needs to know:

- where the problem areas are for cyclists,
- where the missing links are,
- where the safe cycling routes are,
- where a shared path will make all the difference.

Jenai will be attending the next meeting of the Hornsby working group, which will be held on 10th May 2004 at 7:30pm. So please come along to the meeting and tell her what you need in person or fill in the form before the meeting and send it in. You are the one that rides around your local street, you are the one that knows the best way from your place to the shops, or the park. We want to hear what you have to say. Graeme Edwards can be contacted on 9476 3624 for details of the venue for the meeting.

RYDE

Wayne Spencer

During the first week of March, Ryde Council commenced construction of a bicycle path near Ryde Hospital, between Florence Street and Terry Road. The new path will replace an old broken-up asphalt footpath and will be of concrete, 2.5 metres wide with a painted centre line. Total budgeted cost is \$100,000.

Meanwhile the Ryde working group is continuing to assist Ryde Council with its review of the Bike Plan. We are hoping to conduct a review of bicycle parking requirements at the Macquarie Shopping Centre in the near future. Also in the pipeline is a mailout to prospective councillors at the upcoming local government elections.

CENTRAL SYDNEY BIKE PLAN 2003 – 2006

Maria Theobarous

Sydney CBD is constrained by narrow streets where competing needs for road and street space is balanced between the needs of pedestrians, buses, taxis etc etc. During the day, the city population swells to 600,000 people, twenty times the resident population of 30,000. So what does this mean if you are a city bike commuter?

It means, make your concerns known to the City of Sydney Council now.

The draft Central Sydney Bike Plan developed by the City of Sydney is currently on display. The Plan is designed to link Central Sydney with existing bike paths in the former South Sydney and Leichhardt council areas.

The 2001 Journey to Work data showed that on an average weekday, there were about 1,200 commuter cyclist trips to the City. This figure has doubled from 600 commuter cyclist trips to the City in 1996. Council has adopted a 10km radius as a realistic catchment area for bike commutes to the city.

The Plan includes a listing of works to be undertaken over the next two years. There is \$300,000 for cycling in the council's capital works budget for 2003 - 2004. The Council shows its support for cyclists by marking bike lanes and providing bike parking.

When I first learnt about this plan I was curious to see how the City of Sydney Council was going to make my work commute safer and easier. The council has identified the major entry points to the city and budget/ works to improve these access points. Bike parking is also built into this plan. A highlight of the Plan is the exclusive bicycle-only lanes in each direction along Oxford Street between Whitlam Square and Taylor Square.

What does this plan need?

Your input!

The council needs our input to make cycle commuting to the City safer and easier. If you have any experience in dealing with councils and planning, give the City of Sydney Council your views either directly or via Bicycle NSW before 4 July 2004.

<http://www.bicyclensw.org.au>

For the full details of the bike plan and to have your say, go to http://www.cityofsydney.nsw.gov.au/cat_z_cp_draft_bike_plan.asp

PS. Both City of Sydney and South Sydney Councils have been sacked so progress on the plan may change after council election on 27 March.

Wanted!

A new working group convenor

The Ryde working group is looking for a new convenor. The duties are not too arduous and there is strong support from existing members in the area to help the new convenor get up to speed. Contact Doug Stewart at speedwell74@yahoo.com for more details.

Notice of Special General Meeting – 8 May 2004

Twenty one days notice is hereby given under Bike North Inc. rules 8.c) and 10.a)ii) of a Special General Meeting to change the Rules of Bike North Incorporated.

The meeting will take place at 8:45am on the 8th of May 2004 at the picnic area near the Victoria Ave Entrance to the Bicentennial Park, Concord West. The venue is about 10 minutes walk west along Victoria Ave from Concord West Railway Station.

(An advertised Bike North easy ride will travel to the meeting leaving Meadowbank Wharf at 8:00am.)

SPECIAL GENERAL MEETING AGENDA

Item 1. Apologies

Item 2. Special Resolution to change the rules of Bike North.

On 21 February 2003, Bike North was Incorporated. At that time amendments were made to our Rules but we have become aware of the requirement to again change our rules to comply with the Australian Taxation Office guidelines for income tax exemption and the Associations Incorporation Act, 1984. Although the changes are relatively minor our rules require them to be passed by a 75% majority at a Special General meeting. The Bike North Inc. Executive has drafted replacement clauses and is unanimously in favour of the changes. If anyone has any questions, or wishes to receive a full copy of the Rules, please

contact Doug Stewart, President on 9887 1478 or speedwell74@yahoo.com

Proposed Motion:

That Bike North replace the existing clauses with new clauses to comply with rules relating to income tax exemption and also the Association Incorporation Act 1984. The new clauses will read:

7.b) The office bearers are a president, secretary, treasurer, public officer. The public officer may hold any other office. There may be up to seven members of the committee.

9.a) The president (or, in the president's absence, the secretary or treasurer) acts as chairperson at each general meeting and committee meeting of the group.

9.b) If the president or other office bearers are absent from a meeting or unwilling to act, the members present at the meeting elect one of their number to act as chairperson.

9.c) The secretary shall ensure that records of the business of the group including the rules, registers of members, and office bearers, minutes of all general and committee meetings and a file of correspondence are kept. These records must be available for inspection by any member and are held in the custody of the secretary.

9.d) The treasurer must ensure that all money received by the group is paid into an account in the group's name.

Payments must be made through a petty cash system or by cheque signed by two signatories authorised by the committee or a general meeting.

9.e) The treasurer must ensure that books and accounts are kept showing correctly the financial affairs of the group. These records must be available for inspection by any member and must be held in the custody of the treasurer.

9.f) The public officer is responsible for liaising with the Director General of the Department of Fair Trading on behalf of the Association and carrying out the responsibilities as defined in the Associations Incorporation Act 1984 (NSW).

11.b) If the group is dissolved, otherwise ceases to exist or has its incorporation cancelled, the amount that remains after such dissolution and the satisfaction of all debts and liabilities, shall be transferred to another group with similar purposes which is not carried on for the profit or gain of its individual members.

11.d) Service of documents on the group is effected by serving them on the secretary or by serving them personally on two members of the committee

Item 3. Any other business

The meeting is expected to last about 20 minutes.

GETTING YOUR FACTS ABOUT THE ROAD RIGHT.

Doug Stewart and Carolyn New

Ever felt like reading the riot act to whoever was responsible for that silly bit of road engineering? Get more details at the NSW BUGS Workshop on April 24th where the main topic is the newly released NSW Bicycle Guidelines.

The RTA has developed the Guidelines to "assist road designers, engineers and planners to design and construct high quality bicycle transport facilities for the people of New South Wales".

The workshop will have a guest speaker from the RTA who will:

- present the NSW Guidelines
- show how to apply the NSW Guidelines
- present two case studies using the guidelines to plan/design a bike facilities.

A ride around the area, at the end of the workshop, will be used to discuss how the guidelines can be used.

Details for the workshop are-

Date: Saturday 24 April, 2004 Time: 8:30 - 5:30

Venue: Eastwood Womens' Rest Centre, Hillview Road Eastwood (behind library) <http://www.ryde.nsw.gov.au/services/ewrestcent.htm>

Access: Train (near Eastwood Station), Bicycle (situated in park, plentiful outside parking), Car (parking close by if must drive)

Contacts for more info: Carolyn New (phone 9438 1903) or Doug Stewart (email speedwell74@yahoo.com)

The NSW Bicycle Guidelines are on the RTA web site at <http://www.rta.nsw.gov.au> under the Traffic Information section (beware though, it's a slow download).

SPOKE-N

THE OPINIONS OF BN MEMBERS

This month, two Bike North members speak their mind on a topic all of us think about at one time or another - the weight of our bikes.

THE UNBEARABLE LIGHTNESS OF BEING

By Michael Chow (with acknowledgment to Grant Petersen)

As a group, cyclists seem to have an obsession with weight - the weight of their bikes that is.

The bike industry understands this and feeds off it. Every year, bike companies and component manufacturers bring out a smorgasboard of new offerings that are just a slight improvement over the year before. Invariably, these new things make the old things, well, old and out-of-date.

The good part is that state-of-the-art technology makes cycling trendy and cool. It brings more people to cycling and gets more bums on saddles. But the bad part is that the obsession with new, fashionable things doesn't actually serve the long term interests of cyclists.

For the record, let it be said that there's nothing inherently wrong with light bikes. We all like them. Light bikes are fast and fun to ride. However, an obsession with lightness is a dangerous thing because, beyond a certain point, bikes can't be both light and strong.

Most of us know at least one cyclist with a heavy bike that they've been riding for years. For example, Bike North stalwart Doug Stewart rides a 1974 Speedwell that weighs at least 17 kg. He rides it almost every weekday to and from work.

If Doug gets a bike that weighs 10 kg and he rides that new bike all the time, then pretty soon the new bike will not feel new or light anymore.

Further, if Doug can do "Pie in the Sky" in two hours on his Speedwell but can do the same ride in 15 minutes less on the new bike, is he really a better rider or did he just buy 15 minutes?

If you race and want every advantage you can get, then that's fine - go for it. Just keep in mind, though, that professional bike racers get their bikes for free, the bikes are kept for one season only and they have professional mechanics to maintain them.

Beyond a certain point, and without the invention of new space-age materials, how can we keep reducing the weight of existing materials and components without risking the integrity of the parts?

As bike guru Grant Petersen says: "a good bike weighs what it ought to weigh. Get a bike that feels good, get it set up properly, and make sure you aren't lugging around any cheap heavy parts."

Let me give you an example of how little we've progressed. Consider that the legendary Reynolds 531 steel tubing, which is

still used on a small number of bikes, was invented in the 1930s. Bike North member Rolf Lunsman has an old Malvern Star Five Star bicycle made of Reynolds-like tubing and the frame weighs a light, sub-1.8 kg or 4 lbs. That's comparable to some of the best frames made today.

Further, some will remember the famous bike movie, *Breaking Away* (1979). In that movie, the young hero rode a Masi Gran Criterium. On the 20th anniversary of that movie, a US bike magazine ran a comparison between the 1979 bike and its 1999 equivalent. Interestingly, the bikes had different handling characteristics - the 1979 bike rode like a Cadillac whereas the 1999 bike rode like a Honda Legend.

The surprise, however, was that both Masi Gran Criteriums weighed the same - 10 kg. The weight reductions made as a result of the marginal technological advances over the 20 years had been offset by the additional weight of STI/Ergo levers and deep dish rims.

The moral of the story? If you own a perfectly good bike and are happy riding it, keep riding it. If you have an old bike and it's making cycling unenjoyable, buy a new bike and enjoy it. But, don't be sucked in by the never-ending search for the newest, shiniest,

lightest bike or part. It's not the road to cycling happiness.

LIGHTER-THAN-AIR BIKES

Hette Mollema

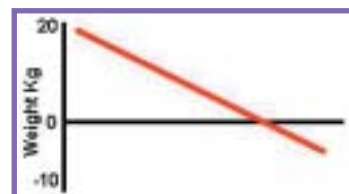
If things keep going the way they have been, bicycles will be light enough to float in air in twenty years time! The progress in materials like carbon fibre and titanium over recent years has seen a dramatic reduction in the weight of the bicycle. The strength of these materials is equal or better than steel framed bikes, although there are some durability questions.

Scientists are continually discovering new materials and alloys; it is not so crazy to wonder if the bike of the future will end up being lighter than air. Inflating tyres and frames with helium could add further assistance. Hydrogen has been discussed but smoking cyclists may find they sit on a rocket!

The lighter-than-air bicycle could pose a danger to aircraft, with feral bikes jamming the flight paths. Parking your trusted bike will become a serious business. There would be a need for a new accessory line, the tether.

The cyclist will need to wear a strap, similar to the surfboard rider, in case of a spill. Imagine the distress of falling from your trusted steed and the darn thing just floating away. The parliament will have to pass a law to handicap "lighter than air" bikes with extra weights as in horse racing. A whole new branch of public service will be established as feral bike catchers.

Of course, reduction of the bike's weight will come at a cost of many hundreds of dollars to the consumer. While the technically inclined



of us may drool over the specifications of the lighter-than-air bike, a healthy diet and weight loss will do more for you and is cheaper.

Got something to say about cycling? Send a letter or article (500 words or less) to chainmail@bikenorth.org.au. Thanks to Tony McClelland for inspiring the name of this column.

Crank Rites

Compiled by Hette Mollema

PUMP-IT-UP

Feeling pumped up for a ride? Well, nothing is more deflating than a flat tyre. Repairing the tyre is one thing, pumping it up again is another. With some pumps it feels like it takes as much energy to inflate the tyre to the right pressure as it does to do the ride.

There are many variations of pumps just as there are many different bikes on a typical Bike North ride. Leaving aside the big floor pump you may have at home, bike pumps have a combination of one or more of these features:

- Single or double acting
- With or without a gauge
- Higher volume, lower pressure or lower volume, higher pressure
- Direct valve attachment or mini floor pump with high pressure tube.

You will find the prices vary from \$15 to over \$60.

The first step when choosing a pump is to ensure it has an adaptor for the type of valve on your bike, Schrader (like on the car tyre) or Presta (a skinny brass thingy).

Next, you need to decide if you need a gauge showing the tyre pressure. A pump with gauge will generally be \$10 more expensive than one without.

Much of the rest is related to the ease of pumping. This is not trivial if you want to

raise your tyre pressure above 60 psi. In this respect, a single acting pump may be easier but slower. With a double acting pump, much of the strain relates to having to pump and restrain the pump at the same time.

With the big floor pump at home, you use your weight to push against the floor the pump is resting on. This means the restraining forces are the same as the pumping effort. If you can pump against a solid surface, you save a lot of energy.

With a single acting pump, you may be able rest the end of the pump, near the valve, against a stone or a rock. A mini floor pump

with a high-pressure tube to the valve will be the easiest to use and is usually the most expensive.

Try your own pump to determine the amount of effort required to get your desired tyre pressure and if you are buying a new one, then test it out before spending money.

For more on pumps visit: http://www.blackburndesign.com/2004/product_04.htm

<http://www.zefal.com/AAA/page.php?nom=produits&sousFamille=miniPompes&langue=an>

http://www.trekbikes.com/accessories_int/catbrowse.jsp?category_id=279

<http://www.topeak.com/global/>

<http://ravx.com/bicycling-accessories-home.htm>

<http://www.sigmasport.com/indexeos.html>

Don't leave home without one or you may be faced with a long walk. Oh, and do not use the free air at a service station, you are likely to over inflate the tyre, or worse still, literally blow-up the tyre.

Don't want to pump? You can get a compressed air cartridge that will fill your tyre at the press of a button, take some spare cartridges just in case. Given the variety available, there must be lot of money in pumps.

For more on tyre pressure see: <http://www.sheldonbrown.com/tyres.htm#pressure> or a less serious look at: <http://www.kenkifer.com/bikepages/humor/air.htm>

WANTED! CHAIN MAIL REPORTERS!

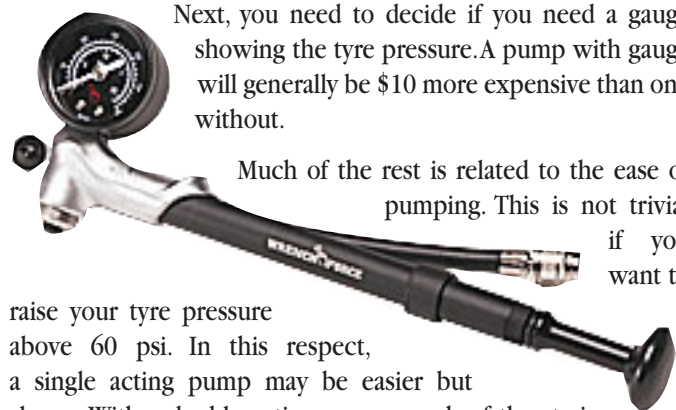
Chain Mail needs reporters for two important up-coming Bike North events:

- Tour de Cowra, and
- The Bike North Century Challenge

If you are planning to attend either of these events and are interested in sharing your experiences with other Bike North members, why not give some thought to reporting for Chain Mail.

Reports can be written (maximum 500 words) or photographic. If you're a bit of whiz with a camera or likely to have some spare time to put a few words together why not give it go?

Full details are available by emailing the Chain Mail team at chainmail@bikenorth.org.au



The 3rd Bike North Century Challenge

A DIFFERENT ROUTE

Doug Stewart. Event Organiser

The BNCC is on again. With changes to the routes I expect even more members to take the challenge. For some, the 60km is quite a stretch, for others who often ride 100km, the 160km route is the only worthwhile goal. The routes are hilly and I encourage you to use the Challenge to step up to a new level rather than just ride a distance you are comfortable with.

I have kept the format the same as previous years but the problem was that the 160km route was not attracting enough takers, so I designed a route that should allow a shorter overall time.

The 60km route is completely new. Instead of heading south you head east from Wahroonga. Continuous riding on Mona Vale Rd is followed by the scenery in Ku-ring-gai Chase with nice long hills down and up to give that Challenge feeling. The checkpoints at Akuna Bay and Church Point are both near Cafés.

The 100km route takes you to Galston, Berowra Waters and down to the Hawkesbury River. But this year you cross the bridge and make your way up Mt White before turning around back to Hornsby and Wahroonga. The last long uphill is 10km earlier than last year and

riding I expect many more riders to finish this option. Our course is a challenging way to meet the classic imperial 100 mile distance.

HOW DOES THE EVENT WORK?

The BNCC is different from a normal Bike North ride and you should remember that it is NOT a competitive event in any way! The aims are to provide a ride to challenge the fitness of every member and encourage self-sufficient riding and navigation. Each rider will be given a detailed Ride Guide.

The event is only open to Bike North members (of course you can become a member then ride the BNCC). Self-selected Riding Groups of 2, 3 or 4 members (on at least two separate cycles) ride together the whole time.

I recommend that you form groups of riders with approximately the same riding ability. It is generally a mistake for partners or friends of differing abilities

BNCC SUMMARY

Option 1. Eastern Route

- Distance: 63km. Grade = Medium.
- Wahroonga, St Ives, Akuna Bay, Church Point, Wahroonga
- Average speeds: 15 to 20 km/hour.
- Overall time: 4 to 5 hours (allows 1 hour stopping)
- Start: 9am to 10am. Finish: 2pm to 4pm

Option 2. Western Route

- Distance: 101km. Grade = Hard.
- Wahroonga, Galston, Berowra, Mt White, Wahroonga
- Average speeds: 20 to 25 km/hr
- Overall time: 6 to 7 hours (allows 2 hours stopping)
- Start: 8am to 9am. Finish: 3pm to 5pm

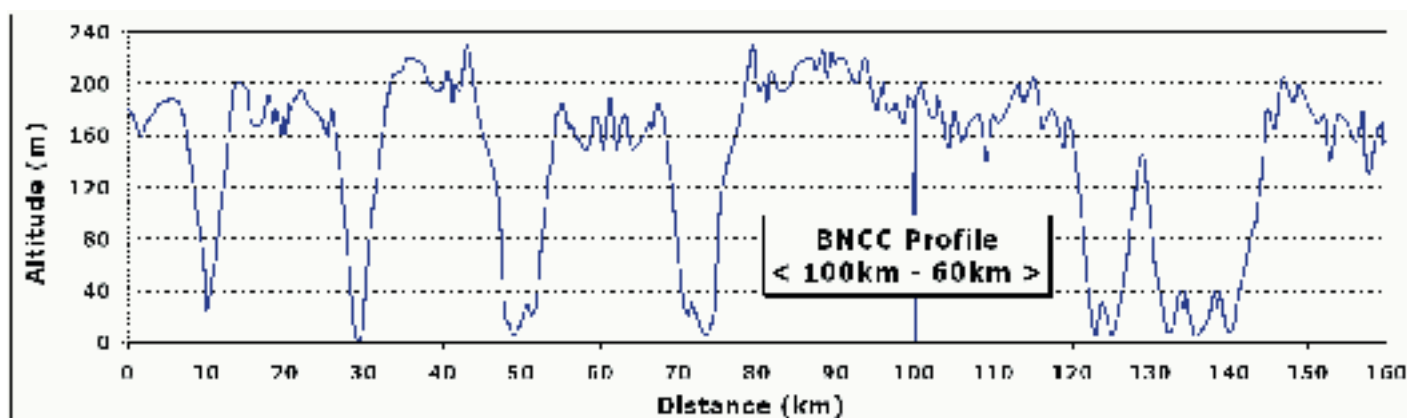
Option 3. Both Routes

- Distance: 164km. Grade = Very Hard.
- Travels via both circles described above.
- Average speeds: 23 to 27 km/hr
- Overall time: 8 to 10 hours (allows 3 hours stopping)
- Start: 7am to 8am. (2nd loop by 1:30pm.) Finish: 3pm to 5pm

with last year because everyone's fitness changes at different rates.

The recommended group size is 3. It is easier to find 3 people of the same ability than 4 and your group can still keep riding if one drops out.

Each Riding Group will start separately and must follow detailed directions to various checkpoints (where the Ride



many people will be familiar with the return route being much the same as the popular Pie in the Sky ride.

For 160km you do both routes one after the other, but with more continuous

to ride together, because the stronger riders are not taking the spirit of the challenge. Talk to people on rides and try to team with people of similar abilities. And don't just choose those you rode

Guide will be stamped). The group must always remain together and no group of fewer than 2 cycles will be permitted to continue in the Challenge. There are no ride leaders or sweeps and there is no

on-the-road support, so every Riding Group must navigate and be competent to fix small mechanical problems that are likely to occur.

Riding Groups must operate independently and stay together (within voice contact) at all times. One slows - all slow. One stops - all stop. Groups will be allocated starting times and should not join up with other Riding Groups, but you can overtake them.

Groups will be responsible for navigating and dealing with punctures and other mechanical problems. You also have to consider time and plan your stops and speed so you return to the finish by 5pm. If withdrawing you will need to arrange your own transport via either a lift from a friend or family member or returning by public transport. You also must phone in to let us know what you have done.

Each Group must pre-register using the form provided (it is also accessible from our web site) and nominate one of the three distance options. This event is FREE but **you will not be able to register after Monday 19th April.**

Helpers wanted for the BNCC

To run the Bike North Century Challenge on Sunday May 2 we need volunteers to staff four checkpoints and to help out at the start/finish line. Helpers can be BN members, or family members or even friends. Without helpers we can't run the event.

The tasks are simple ones. Arrive at the appointed spot. Greet and record the passing riders. Stamp their passports and give encouragement. Return when all riders are through. You will need a mobile phone, a spare half a day and some will need a car. We need at least 10 helpers. If you don't want to ride the BNCC but still want to take part then please contact Doug Stewart (9887 1478 or speedwell74@yahoo.com) for all the details.

WHERE DO I GET COFFEE?

There are no set stops along the route but plenty of options. Riding Groups should plan to stop at checkpoints, parks, or shops from the list provided. Participants are advised to stop to rest, refill bottles and to eat as appropriate. Food and drink are an essential part of riding longer distances and participants should bring and/or purchase their requirements as necessary. Please refer to Debbie Edward's excellent article in the last Chain Mail on this question.

WHAT NEXT?

To participate in the BNCC you must register by Monday April 19. There will be no on-the-day entries. I'll repeat that. **You must register and there will be no on-the-day entries.** For more information contact Doug Stewart (speedwell74@yahoo.com or phone 9887 1478).

WHAT DO I BRING TO THE BNCC?

If you do not comply with these instructions you may not be allowed to participate in the event. Each Rider MUST bring a bike that is in top mechanical condition suitable for the event. We strongly suggest that you have your bike serviced before the BNCC. This is your responsibility!

On the day EVERY rider must carry the following essential items:

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

Also every 160km Rider must carry:

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

Each Riding Group should carry

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

VALE WILLIAM (BILL) BREWER.

Pam Kendrick

A colourful character remembered.

Bill Brewer passed away on Monday 2 February 2004 due to complications arising from an illness.

He came to Australia from Coventry, England as he used to say as a "Ten Pound Pom".

Bill could have been described as a serial volunteer and will be remembered for his untiring volunteer work for Bicycle NSW, Sydney 2000 Olympic Games, Parramatta City Council and other organisations. Some of his most notable contributions as an ever cheerful volunteer on various Big Rides, Sydney to the 'Gong Rides, Cycle Sydney etc were seen by many of us.

Bill, aged 57, was also a regular rider on many of the Bike North easy to medium rides. It was with great sadness that about 30 Bike North members joined with a similar number of people from his other "walks" of life to remember him at a memorial service held at Bicentennial Park, Homebush on Saturday 21 February 2004.



Riding & Touring

What to eat when the pickins are thin.

Deborah Edwards

Hungry on the road? Riding into the wind all day? Run out of puff? Need refuelling and the choice is... well what choice?

Sometimes suitable food choices can be very limited especially when you are away from the bright lights of the city and are out on the back roads particularly further a-field.

You need to look for foods and fluids that you are familiar with to avoid unwanted consequences when back on the bike. Ensure that you have re-hydrated sufficiently well with water before drinking other fluids.

Most of the following foods could be found on the shelves of the most basic of food stops.

They are listed according to Glycaemic Index (GI). Low GI foods will provide a slow release of energy whereas those with a high GI will give a rapid energy boost. Approximate carbohydrate (CHO) in 'g' is also given.

Low GI foods:

- 120g can baked beans (13g CHO)
- Piece of fresh fruit (av 15g CHO)
- 250mls fruit juice (15 - 20g CHO)
- 6 squares milk chocolate (19g CHO)
- 250mls flavoured milk (23g CHO)
- 200g low fat yoghurt (26g CHO)

Medium GI foods:

- 2 scoops ice cream (10g CHO)
- Cup of tea/coffee with 3 tsp sugar (15g CHO)
- Muesli bar with fruit (17g CHO)
- 60g Mars Bar (41g CHO)
- 375ml can Fanta (51g CHO)

High GI foods:

- 250mls sports drink (15g CHO)
- Pikelets (21g CHO)
- Lamington (29gCHO)
- Small serve French fries (49g CHO) * very high fat

Other foods that are good sources of CHO but for which there are no GI values include: finger buns (15g CHO), two fruit or cream filled biscuits (15g CHO), rock cakes (22g CHO), fruit cake (27g CHO), a sandwich (30g CHO), a milkshake (38g CHO).

Choose wisely and not only will you enjoy the eating and the drinking but you will have refuelled well enough to go those extra kilometres.

Can you go the distance?

Frances Griffin

With the BNCC coming, it's time to try that really big distance you've been thinking about for ages, but putting it off as something that you might do... "one day when I'm fitter". We are talking about a distance more than 50% further than you normally do as a long ride.

For example, if your best distance is 50km, why not try for 75km or more, or if you are a regular 100km rider how about 150km or even 200km. None of this working up to the distance, let's just do it!

A bit of training is probably a good idea. The more often you can ride the better, even if the distance is short, such as a commute to work, or a quick spin around the local area before or after work.

Then on the weekends get out and do your regular longish distance.

Your aim is to finish this distance with an average you feel good about, but more importantly, you should end the ride feeling good physically. If you are worn out, drained, relieved to be finished and longing for a good snooze, then you are not yet ready for the mega-distance.

WHERE?

Somewhere not too hilly! You may prefer to go out of Sydney to find some easier terrain without the added stress of traffic. In fact an unsupported country tour provides the perfect incentive - you have to get there, nobody will pick you up and there is no train (so don't choose the Old Pacific Highway unless the trains aren't running). Of course if you really did get into trouble, the locals in most country areas would help you out. (You meet these on the backroads, not the main roads.) If the weather turns out foul, then perhaps postpone the attempt.

WHO WITH?

Choose other riders of similar speed, but don't be tempted to compete or none of you will finish. You can use the other riders

when you are flagging, to draught behind or just to keep you in good humour. You can do the same for them, try to read their riding to gauge if they are cruising or suffering. If the latter, then take your turn at the front or tell some dirty jokes.

GAME PLAN?

Yes, probably should think about strategy a bit. What sort of rider are you, a "fader" or a "dier"? If you are a dier you will be going fine, then in the space of about 10km you suddenly have nothing left. In this case you have know what your critical dying distance is and look for ways to extend it.

If you are a fader you can go all day, but just get slower and slower. You will nonetheless get a second wind, and a third wind... and eventually your muscles will become anaesthetised and you just power away - but not very fast.

To conserve your muscles (you can replenish the energy with food) don't go out hard, don't get competitive, no Braveheart stunts - especially if you are a dier. Resist the urge to jump on the wheel of any rider who passes. Acquire that air of snobby superiority which says "I don't have to go that fast, he isn't going nearly as far as I am and I bet he can't keep that pace for long anyhow". Ignore the fact that you have just been passed by a classy rider who frequently races over triple figure distances.



HUNGRY?

Yes, very, all the time - and it starts the day before. Eat and drink like it's going out of fashion. Eat solid stuff such as sandwiches early in the ride, eat at every stop and even on the bike. Carry a good supply of bananas, and snacks. A good choice if you encounter a shop is soup, it's warming, tasty, goes down easily and contributes to hydration. Drink at every opportunity (especially at the pub at

the end of the ride). Save the sugary lollies and chocolate for later in the ride when you need a boost.

THE HOLE?

What Hole? The one you fall in about two thirds through the ride. You feel down, you think you won't make it, you don't want to ride any more, you lose your sense of humour. This is your body saying "Feed Me!", so take notice and get into the hot chocolate, bananas, coffee, as long as it's wet and sweet. Best of all, try to avoid falling in The Hole at all.

TIME MANAGEMENT?

Yes, even on a ride we need this corporate concept. Expect to be out all day, so don't start too late in the day and be prepared to finish in the dark. Keep the rest breaks short, even your main lunch break, you just don't have the luxury of time and if you stop for too long your muscles will be as stiff as a rusty old car engine. Go further without a break early in the ride, you will need more stops near the end when you are getting tired and uncomfortable. Aim to go for at least an hour initially, if you can make two hours before the first stop, all the better. By the end you will be tempted to stop too often, but you must resist - a bit.

THE MIND?

Mind over Matter really works. The Mind is also not stupid and will not fall for the strategy of pretending you have further to go than you really have. A better trick is to say "I can ride 40kms, I've done it heaps of time, anyone can do that", or "I only have to ride as far as [insert favourite BN ride here]", or "This is just a commute from work now".

Watch out for The Hole, it affects the Mind as much as the Body, but the Mind will notice it first. It starts with a loss of determination, progresses to annoyance when you round a bend and there is yet another climb in front. Feed the Mind too, start a conversation, look at the scenery, try thinking through a puzzle (you won't solve it though). Don't let the other know you are in The Hole or they will fall in too.

You will get an automatic boost in the last half hour, because you know you have beaten the cool rider who passed you early in the day, you are invincible, you're stuffed and you don't care so just go hard to the end.

Endurance Cycling

From The Vineyards to the Mountains

Mal Hart

So what is it with this cycling thing? If you were to ask me three years ago what a *derailleur* is, I would have looked at you quite strangely. Like many people I bought a bike with a clear purpose in mind - to get over chronic respiratory ailments and a bulging waist line. Once you're on the saddle though you easily get hooked with the fun that cycling provides. The anticipated challenge of 25km/ week of riding around Sydney has been transformed into the ultimate cycling experience - touring in la belle France with the bonus of watching le Tour, le grand boucle centennaire in fact!

It's been some months since my return from France and I confess to having many a day with fond reflections of cycling from Bordeaux to the Alps. Yes folks, this is one of the best experiences that life can offer. Think rolling tree lined pathways beside a lazy Dordogne, chateaux, vineyards, medieval towns, vin rouge, pain au chocolat, duck, duck pate and even more duck. Yes, more delicious food than you can dream about with sweeping river valley or alpine views and of course really challenging hills - so, France has it all!

SO WHY FRANCE?

Well, instead of being a road warrior one wet day, I surfed the net for cycling related material and came upon Wide Open Road. Lots of emails later, I was convinced this was the trip for me and signed up.

Andrew and Suzie operate a bunch of quality cycling tours, most popularly across Europe. The Bordeaux to Alps tour which I did took 13 days with an average of about 85 km per day. We had 16 riders from all over the world, with a wide range of backgrounds and interests, from the 23yr old tiger-suited Cippo racer to the more leisurely retired couple.

Camping means the accommodation cost is kept down. And let me tell you that French camp grounds are something different - typically lots of grassy space with a 25m pool, kid's water- slide, bar and decent restaurant. A far cry from the average Aussie campsite. Ladies will also be pleased to

know that even French rural toilet facilities have been brought into the 21st century. The tour is fully supported with luggage carried for you, The "sag" wagon is available should you feel a bit wrung out. A friendly mechanic is on tour and is only too happy to attend to any of the slightest malfunction as well.

Getting all the essential vitamins on the rest day.

The trip started off flat along the Dordogne and with each passing day an increasing challenge was presented. The longest day was 110km, the shortest was 60km on the "rest day".

Each day commences with a good bowl of museli, café and pain au chocolat. You head off at your own pace with your set of instructions, maps and comprehensive route notes. Usually people ride in small groups to keep the social mix up and meet for coffee or lunch. I certainly made sure I checked with Suzie on her recommended café and lunch stops- especially important since Suzie is the trained chef and has a nose for the finer culinary spots.

I should say that this was my first attempt at touring - not a bad way to go first up I hear you say! Well I certainly learnt a few good lessons early which I hadn't picked up from my Bike North rides. You may find these useful:

- Eat regularly and plan meals to avoid getting the bonk. Drink a lot of water. This is particularly so in hot weather. Unfortunately Day 1 was 38C and getting to that camp site at St Emilion riding into the wind and up the hill was not a pretty sight with no energy.
- Be mindful of the terrain when planning to eat. Eating a big meal before climbing a hill isn't the most pleasant experience.
- Regularly spend time out of the saddle to keep the blood flowing to those tender regions.
- Never assume that those with the flash bikes have a clue where they are going.
- Pace yourself, especially early on in the day and give yourself a good 10-15 km ride to warm up before doing the Mario Cipolini impersonation.
- Do lots of stretching before and after the day on the bike.
- Never get between a Frenchman and his lunch!



View over River Dordogne to Limeuil from the campsite

THE ROUTE

The first couple of days were spent along the Dordogne River passing vineyard after vineyard, with many sandstone chateaux and quaint villages associated with the serious money that the French wine industry generates. Whilst Day 2 was long, a relaxing swim in the Dordogne by the campsite overlooking historic Limeuil made it one of the best days. Next it was on to Sarlat, which offered the gourmet treats of the Perigord - duck, pate and truffles.

The next few days were filled with cycling through medieval villages, many of which didn't seem to have changed much since the 1500's- satellite dishes excepting. Give me a Tarn Gorge any day.

By now I was beginning to crave a change of scenery. On cue came the Gorge du Tarn and the Cevennes as we crossed over into the River Lot.

Next, Provence beckoned as we headed into the often windy Rhone Valley toward Avignon. The sight-seeing continued with the Pont du Gard, that famous Roman aqueduct, the papal palace and that famous bridge in Avignon. The challenges also ramped up with an optional side trip up Mont Ventoux. At 14% grade and 30 degree Celcius heat it was one for the seriously silly (or Keith!).

There is no doubt that the best day was the last with a climb up the Col d'Ornon and L'Alpe d'Huez with a fantastic tour finale dinner at the top. The views were just awe inspiring, especially the areas around Bourg d'Oisans. Riding L'Alpe d'Huez a few days before the Tour de France was loaded with atmosphere. Certainly this was a climb which made you draw heavily on those inner reserves. Naturally being greeted by a group of very bonded riders was just the tonic, combined with a few fine lagers, to celebrate completion of a great personal challenge.

To cycle from Bordeaux to the Alps was a fantastic achievement and made for a wonderful cycling and holiday experience

- one which I would encourage anyone to take. If you are interested in more information, I would only be too happy to provide more details or simply visit the Wide Open Ride website. It has details about just about everything you need to know and has some photos of previous trips to entice and seduce you.

This is an edited version of Mal and Jenny's article. The full article, which includes an account of an exciting encounter with L'Alpe d'Huez at Tour de France time, can be found on Bike North's website at www.bikenorth.org.au/reading/Tour_de_France2003.pdf

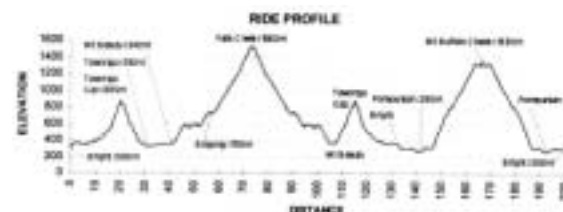
All out for Audax

Tony McClelland

I have just returned from the Audax Alpine Classic. Audax is a world wide group formed in France. It organises challenging rides and the Alpine Classic is the most difficult of the Australian rides.

The Alpine Classic is hosted in Bright, a beautiful town of 2,500 people in NE Victoria. There are 4 climbs in the 201 kilometre ride, Tawonga Gap, (both sides) 885 metres, Falls Creek 1,560 metres and Mount Buffalo 1,330 metres. After deducting the altitude of Bright this amounts to over 10,000 feet of climbing for the day.

I started at 6.20 am with Suzy Jackson, also from Bike North, but from the 10 km to 30 km mark I was overtaken by almost everyone. I tried to catch on to a few peletons but could not keep up, even when going down hill. When I stopped for a banana at the 30 km mark and wheeled my bicycle on the grass I noticed that the rear wheel was not rotating and cutting a track in the grass.



One of the more experienced riders said you have broken a spoke, your wheel is badly buckled this is the end of the day for you (yes, I know I am thick, but because of the way it broke it was difficult to see). The buckle was so bad it was touching the brake or the bar for 100% of each rotation.

After a lengthy stop during which I bound the broken spoke and removed the brake (the only way of allowing the wheel to rotate), I phoned my support team of one

and asked her to drive out with my spare wheel. She arrived when I was 15 km up Fall Creeks road. I swapped my wheel but the replacement did not have the right gearing for hills, although I did have a straight wheel and brakes. Up to the Falls Creek summit and then back to Tawonga Gap.

The trip back up Tawonga Gap was horrible because it was the steepest climb and in the hottest part of the day. I had to arrive at the Bright checkpoint by 3pm to be allowed to continue to Mt Buffalo. I did not expect to make that time so I had the fastest ride in my life down Tawonga and into Bright, where I arrived with 4 minutes to spare. I took a 20 minute break to recover from the "race" and set off for Mt Buffalo, another difficult climb. I had to get off several times and walk when



my heart monitor exceeded 200 bpm.

70% of the way up Mt Buffalo one of the sag team motor cyclists advised me that I was coming last and asked if I wanted to retire. I decided to push on and up to the top. Unfortunately I am reasonably good on a fast down hill sprint and lost my claim for last position by overtaking 3 other cyclists.

I streaked into Bright 5 minutes short of 14 hours after starting and unfortunately, 30 minutes after the close. After a little negotiating the organisers agreed to extend the deadline and I was given the certificate of completion.

I felt great after the ride. I do appreciate Simone Magri, also a Bike North member, pushing me to join in the ride. I had read about the Alpine Classic in the Audax calendar and dismissed it as too demanding for me after 10 months of cycling.

Suzy Jackson did very well and finished hours before me. I was very touched that she and Perry, her partner, waited for me to complete the course - a lovely person.

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, cycle Ways, significant Hills, eXperienced riders, Unsealed or dirt roads, Mountain bikes

APRIL 2004**Date: Thur - Fri 01 - 02/04/04**

Ride: Shoal Bay Shuttle Extension
Grade: Medium Hard. Distance 60 / 65
Contact: John Williams 9988 4478(h 7:00 - 8:30pm) john.Williams@sydneywater.com.au

Starts at: Unsupported tour from Turrumurra to Newcastle via Palm Beach and ferry to Ettalong with overnight stops at The Entrance and Newcastle. Ring for details.

Date: Sat - Sun 03 - 04/04/2004

Ride: Shoal Bay Shuttle
Grade: Medium, BNSW Grade: OPT Distance: 60 /60 60 /60
Contact: John Williams, 9988 4478 (h 7:00 - 8:30pm) john.Williams@sydneywater.com.au

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: 60 /60 25
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.

Date: Sat 03/04/2004

Ride: Browns, Bush and Beecroft
Grade: Medium, BNSW Grade: OXHM Distance: 60 /60 23
Contact: Peter Tuft, 9144 1325
Starts at: Near Browns Waterhole for a loop through the upper Lane Cove valley including 6 km of fire trails (some steep bits, some rough bits, but no technical MTB stuff). Coffee at Beecroft before a roller-coaster return to the start. Mountain bike or robust touring bike required, and good bike handling skills. Ring for details.

Date: Sun 04/04/04

Ride: Mirambeena Magic
Grade: M BNSW Grade: OPW Distance: 60 /60 60
Contact: Kevin Mason 9868 2904
Starts at: 07:30 Meadowbank wharf. Head west along the PVC and the M4 Cycleway (under the M4 Motorway) to visit the picturesque lakes of Mirambeena Regional Park at Lansdowne. A coffee break at Canley Vale before returning the same way.

Date: Fri 09/04/2004 - Mon 12/04/04

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

Date: Sat 17/04/2004

Ride: Macdonald River Meander
Grade: Medium, BNSW Grade: OU Distance: 60 /60 44
Contact: Steve Hillier, 9899 5432
Starts at: Ferry Kiosk, Wisemans Ferry. Ride back through Wisemans and cross river via Webbs Creek ferry and then on to St Albans for coffee, via the western side of the Macdonald River. Bring your own cakes etc. Ride back to Wisemans on the eastern side of the Macdonald and the Wisemans Ferry. This very picturesque ride is 50% dirt road, hybrid & mountain bikes only. Call prior to ride for transport assistance or if raining.

Date: Sun 18/04/2004

Ride: Botany Bay Bacon
Grade: Medium, BNSW Grade: OP Distance: 60 /60 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: Sun 18/04/2004

Ride: Bobbin Tortoises

Grade: Medium, BNSW Grade: STH Distance: 60 /60 25
Contact: Carolyn New, 9438 1903
Starts at: 07:30. Starts from Turrumurra Station, east side. Cycle to Hornsby and Mt Colah for the exhilarating downhill run to Bobbin Head. Rest for a coffee break before tackling the climb to Turrumurra Station

Date: Sun 18/04/2004

Ride: Syllly Hyllly Ryde
Grade: Hard, BNSW Grade: HHX Distance: 60 /60 44
Contact: Doug Stewart, 9887 1478
Starts at: Eastwood Station west side. Loop around Ryde up and down more than 36 of the steepest hills we could find. This is a really silly ride, and requires strong riders with good bike skills and triple chain rings.

Date: Sun 18/04/2004

Ride: Lunch at Pearl Beach
Grade: Hard, BNSW Grade: FXH Distance: 60 /60 85
Contact: Phil Johnston, 9312 3319
Starts at: 07:15. Starts Hornsby stn Jersey St. A brisk ride over Mt White to Kariong then on to Pearl Beach for lunch. Continue to Woy Woy stn for 1:26pm train back to Hornsby. ETR 2:06pm.

Date: Sat 24/04/2004

Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 60 /60 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.

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: Sat 24/04/2004

Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 60 /60 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: Sun 25/04/04

Ride: Willoughby Heritage Tour
Grade: Easy Distance: 60 /60 <20km
Contact: Yaffa Gould 9966 9262
Starts at: 8:45am for 9:30am Forsyth Coffee House, cnr Willoughby Rd & Rohan St, Naremburn Village Shops. Get out your old Malvern Star and join willoughby Council on a Heritage tour by bike of Naremburn, Artarmon and Chatswood South Conservation areas. Then on to Mashman Park, Chatswood for opening and return to start approx 12:30pm

Date: Sun 25/04/2004

Ride: A to Z and Beyond
Grade: Medium, BNSW Grade: OT Distance: 60 /60 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: Sat 01/05/2004

Ride: Bays and Foreshores
Grade: Easy Medium, BNSW Grade: PST Distance: 60 /60 33
Contact: Michael Chow, 9874 1461
Starts at: 08:30. Meadowbank Wharf. Ride to Gladesville Bridge, then follow the bays and foreshores around to Concord for a coffee stop.

Date: Sun 02/05/04

Ride: Bike North Century Challenge Details: See Page 6

Date: Sat 08/05/2004

Ride: Constitution Ride
Grade: Easy, BNSW Grade: CPS Distance: 60 /60 25
Contact: Doug Stewart, 9887 1478
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.

MAY 2004

Date: Sun 09/05/2004
Ride: Parramatta Park Parade
Grade: Easy, BNSW Grade: CPS Distance: 60 /60 25
Contact: Carolyn New 9438 1903
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.

Date: Sat 15/05/2004
Ride: Beyond Barrenjoey
Grade: Medium Hard, BNSW Grade: OTXH Distance: 60 /60 60
Contact: Peter Tuft, 9144 1325
Starts at: Turrumurra via Church Point and northern beaches back roads to a coffee stop at Whale Beach, then ferry across Broken Bay to superb scenery around Killcare before catching the train back from Woy Woy. Numbers limited by ferry and train capacity. Ring for details.

Date: Sun 16/05/2004
Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 60 /60 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: Sun 16/05/2004
Ride: Botany Bay Bacon
Grade: Medium, BNSW Grade: OP Distance: 60 /60 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: Sun 16/05/04
Ride: Western Explorer Max.
Grade: MH BNSW Grade FPW Distance: 60 /60 85
Contact: Steve Hillier 9899 5432
Starts at: 07:30 Meadowbank wharf. Go west to Silverwater, then take the M4 Cycleway, and Liverpool Railtrail to explore Prospect Reservoir's canal routes with a quick stop at Abbotsbury. Then along Orphan School creek and on to Mirambeena Regional park. Return to Canley Vale for a light lunch before heading back to Meadowbank. Brisk pace.

Date: Mon 17/05/2004
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 60 /60 26
Contact: Pam and Col Kendrick, 9872 2583
Starts at: 08:30. Meadowbank wharf. Ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for Gelato / coffee / cake. Ride back to Meadowbank a different way.

Date: Sat 22/05/2004
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 60 /60 25
Contact: Pam & Col Kendrick 9872 2583
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: Sat 22/05/04
Ride: Bicycle Skills Sessions
Grade: Easy. Distance 2km
Contact: Doug Stewart 9887 1478 (speedwell74@yahoo.com) contact before Wednesday night.
Starts at: 11:30am. Meadowbank Wharf. Simple skills sessions for one hour, suitable for beginner riders or anyone who wants to improve basic cycling skills.

Date: Sat - Sun 22 - 23/05/2004
Ride: Wyong to Windsor Tour
Grade: Medium BNSW Grade: Distance: 60 /60 145km
Contact: John Williams 9988 4478(h 7:00 - 8:30pm john.Williams@sydneywater.com.au
Starts at: Wyong. Unsupported / lightweight tour on mostly flat, sealed rural roads. Overnight at Wisemans Ferry, then on to Windsor. Ring for details by early May for accommodation bookings or BYO tent.

Date: Sun 23/05/2004
Ride: St Leonards to Historic La Perouse
Grade: Medium, BNSW Grade: OT Distance: 60 /60 60
Contact: Joan Kerridge, 9909 8925
Starts at: 07:30. St Leonards stn concourse or pre-arrange for pick up point. Cycle over Harbour Bridge, through CBD to Oxford St and Centennial Park. Pass through Eastern Suburbs with ocean views to La Perouse. Return via Botany, Kensington and the Quay to the start with a coffee break enroute. Pace moderate.

Date: Sun 23/05/2004
Ride: Northern Beaches and Back Roads
Grade: Medium Hard, BNSW Grade: FHX Distance: 60 /60 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: Sat 29/05/2004
Ride: Reverse Bobbin Head
Grade: Medium, BNSW Grade: OHT Distance: 60 /60 25
Contact: Graeme Edwards, 9476 3624
Starts at: 08:00. Hornsby stn west side Ride via Wahroonga and Turrumurra to Bobbin Head for coffee, returning up the steep way to Mt Colah and back to Hornsby.

Date: Sat 29/05/2004
Ride: Western Explorer
Grade: Medium, BNSW Grade: OPW Distance: 60 /60 75
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 30/05/2004
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 60 /60 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: Sun 30/05/2004
Ride: Chatswood to the Surf
Grade: Medium, BNSW Grade: SWH Distance: 60 /60 41
Contact: Carolyn New, 9438 1903
Starts at: 07:30. Chatswood Stn west side. Ride the back roads and cycle ways to The Spit, Seaforth and Queenscliff, then Manly for coffee and cake before returning to Chatswood. Hills! Yes, a few, grades and pace easy. Roads are quiet, the views magnificent. June

Date: Sat 05/06/2004
Ride: Eastwood to Parramatta Big Loop
Grade: Medium, BNSW Grade: OTP Distance: 60 /60 44
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 Cafe. Return to Meadowbank then up the hill to Eastwood.

Date: Sun 06/06/2004
Ride: Browns, Bush and Beecroft
Grade: Medium, BNSW Grade: OXHM Distance: 60 /60 23
Contact: Peter Tuft, 9144 1325
Starts at: Near Browns Waterhole for a loop through the upper Lane Cove valley including 6 km of fire trails (some steep bits, some rough bits, but no technical MTB stuff). Coffee at Beecroft before a roller-coaster return to the start. Mountain bike or robust touring bike required, and good bike handling skills. Ring for details.

Date: Sun 06/06/04
Ride: Mirambeena Magic
Grade: M BNSW Grade: OPW Distance: 60 /60 80
Contact: Kevin Mason 9868 2904
Starts at: 07:30 Meadowbank wharf. Head west along the PVC and the M4 Cycleway (under the M4 Motorway) to visit the picturesque lakes of Mirambeena Regional Park at Lansdowne. A coffee break at Canley Vale before returning the same way.

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.