

Chain Mail

The Editor
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Tour de Cowra 2004

pictures speak louder than words...



...if you missed it, there's always 2005

photos: Graeme & Debbie Edwards, Keith & Fran Griffin

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.



MAKING CYCLING BETTER

What's happening locally?

HORNSBY

Graeme Edwards

The new Hornsby councillors are still settling in but we will be contacting them soon letting them know what Bike North is and how we hope to work with them over the next four and a half years. Around the same time they will be presented with a report by the traffic branch on the Hornsby Bike Plan.

This report will show the current status of the plan and indicate how much of it has been completed and how much is left to do. When this report comes to council it will be an ideal opportunity for Bike North to show its strength and to talk directly to the councillors at the council meeting. I will give you more details as soon as we know when the report goes to council.

WILLOUGHBY

Carolyn New

Council elections are over and it seems the bicycle committee is very popular with the new councillors. Four councillors have elected to join us on the committee, Bike North's Kate Lamb, Barry Thompson, Adrian Cox and Stuart Coppock.

Work has begun on the two new Chatswood West bicycle routes from the Chatswood CBD to Lane Cove Park and to Mowbray Park. Both are primarily back road routes, fairly hilly, with some shared pathways in busy sections. These should be completed by the end of June.

The design of a bicycle assisted crossing of Victoria Rd at Havilah / Hercules is still subject to negotiation with the RTA. That crossing will be part of the North/South route linking Johnson St to Boundary Rd.

The traffic committee has also agreed to include a contra-flow lane on one-way

Tryon Lane connecting Johnson St to Orchard Rd.

Bicycle works for next financial year are as yet unknown, dependent on the success of council's application to the RTA. Possible projects include the Claude St connection from Johnson St to the CBD, West St steps, review of the Bike Plan, assorted signs and line marking.

NORTH SYDNEY

Carolyn New

Many people need to cycle through North Sydney due to its geographical position north of the Harbour Bridge cycleway. Many would also admit that it's not that cycle friendly at peak commuter time. North Sydney council has sound attitudes and policies regarding cycling as sustainable transport but there are many issues related to traffic and high pedestrian flows in the CBD. Despite good council policies, cyclists inevitably fall last in the priority list. We need stronger residential representation.

Bicycle projects being completed this year include:

- Wheel ramp on Ridge St Bridge for easier access to Alfred St North;
- Shared zone proposal for Winter St which will include two way cycle travel;

Both these will be part of a North Sydney to Cremorne via Yeo Road route.

Current issues in North Sydney include:

- Improved access from the Harbour Bridge Cycleway;
- Usage of Bradfield Park North;
- Atchison St one-way proposal;
- Finalisation of the Bike Plan;
- Anticipation of a new regional route.

North Sydney has a joint bicycle pedestrian meeting that meets every

two months. Local residents or anyone else with an interest in improving cycle facilities in North Sydney are very welcome to attend. Contact Carolyn for meeting details.

THE M2 - SAFETY SUBMISSION

Keith Griffin

Recently the M2 owners and operators requested a meeting with Bicycle New South Wales to discuss a number of issues including cyclists' safety on the M2. As a result, Bike North is putting together a submission to the M2 about safety issues on the motorway.

If you have any ideas about what would make the M2 a safer place for all cyclists please email keith@bikenorth.org.au and include the phrase "M2 safety" in the subject line.

Updates & Opportunities

Carolyn New

FOR HIRE - BICYCLE LOCKERS

Bicycle NSW manages the hire of bicycle lockers at stations in conjunction with the Ministry of Transport. In Northern Sydney lockers are installed at Epping and Hornsby Stations and Meadowbank Wharf. Waiting Lists have now been created to prove demand at other railways stations.



For further details and to register your interest in a locker at any station contact Bicycle NSW on (02)9281-4099.

EPPING STATION / BIKE PARKING

Epping Station is to be upgraded as part of the Parramatta Rail Link and the existing Bike Lockers and Racks are to be moved to a 'temporary' two year home. Bicycle NSW has successfully lobbied for an extra four lockers to satisfy the demand shown through the waiting list. After the upgrade the lockers will be moved to their permanent location in close proximity to the new Epping Station.

LANE COVE TUNNEL PROJECT

UPDATE

Mowbray Park Work Site

Mowbray Park is one of the major work sites for access to tunnelling and there will be significant trucking of spoil from this site over the next year or so. We have already experienced access issues along Mowbray Road with the jersey barriers cutting off access to the useful shoulder. Hopefully by the time this goes to print the road shoulder will be reinstated, if not, at least in better condition. The works are to provide a bus bay and shared pathway accessing Avian Cres from the Mowbray Park Athletics Field.

Gore Hill Cycleway

Final designs for the shared pathway alongside the Gore Hill Freeway from Naremburn to the Pacific Highway have not been issued as yet but there are issues with some of the preliminary designs. These include the failure to provide grade separation at the Reserve Road intersection. Representatives from

the RTA and council have stated that this intersection must be grade separated but we have not as yet received confirmation from the project team.

There are also gradient issues at the Naremburn end of the cycleway. We do not consider these to be acceptable for a route which is replacing the current use of the Freeway Shoulder. Apart from a suitable amenity, these gradients could be a safety issue where fast through cycle traffic intersects with pedestrians and cyclists on the local routes. We have requested an on-site meeting to discuss these issues.

F3 TO M7 (ORBITAL) STUDY

The December 2003 edition of Chain Mail included a summary of Bike North's submission to this Study, proposing that dedicated cycling facilities be established on Pennant Hills Road as part of the F3 to M7 project. The Study has now been released with (as expected) the preferred corridor being the Purple Option - tunnel(s) connecting the F3 at Wahroonga to the M2 at the Pennant Hills Interchange.

The Media Release and Report can be viewed at:

<http://commcons.skm.com.au/f3tosydneyorbital/content.cfm?id=studyupdate&title=Study%20Update%20-%20May%202004>

In identifying the Purple Option as the preferred corridor, the report noted that it "would allow associated works to be planned and designed as part of an integrated scheme. The integrated

scheme could include: reallocation of road space on Pennant Hills Road to allow wider footpaths, a cycleway and bus priority measures." So improved cycling facilities on Pennant Hills Road may still be a possibility.

RIDE GOSS - WHO IS BIKE NORTH'S RACIEST RIDE RACONTEUR?

How would you like to earn this illustrious title - and a gift voucher at your favourite bike shop?

Send your account of a Bike North ride, to fran@bikenorth.org.au, or to Ride Goss, PO Box 719, Gladesville NSW 1675. The most illuminating and wittily expressed account in each category will be published in Chain Mail, and all entries will appear on the Bike North web site.

The winners will receive some sort of prize (the editorial team is still working out exactly what) along with the dubious title above! The categories for entry are:

- 1) Wordsmith Warrior. Entries should be no more than 300 words, accompanying photographs, cartoons or diagrams could be an advantage. Particularly tragic attempts at sonnet, haiku or stream of consciousness prose may be well favoured.
- 2) Would-be Cartoonist or Photojournalist. Entries should be no larger than half a page. The addition of appropriately (or even correctly) spelled words could be viewed sympathetically.

Please indicate the category for which your entry is intended, in case we can't tell the difference between cartoons and creations in iambic pentametre.

All literary masterpieces and works of visual art must be received by September 1.

Judging will be carried out by an especially linguistically challenged member of the editorial committee. The judge's decision is final (but there is always bribery). In the event of a tie in any category, the offending contributors may be required to climb Bobbin Head (steep side) with bikes tied together.

Local Working Groups

Council	Convenor	Email Address	Phone No
Ryde	Doug Stewart	ryde@bikenorth.org.au	9887 1478
Ku-ring-ai	John Watts	kuringgai@bikenorth.org.au	9144 7656
Hornsby	Kevin Mason	hornsbys@bikenorth.org.au	9868 2904
Hunters Hill	Alister Sharp	hhill@bikenorth.org.au	9879 3664
North Sydney	Carolyn New	north_sydney@bikenorth.org.au	9438 1903
Willoughby	Carolyn New	willoughby@bikenorth.org.au	9438 1903

Contact the convenor for the workgroup in your area to find out when the next meeting is. 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. For enquiries about working groups for other areas in Northern Sydney contact Carolyn New (pb) 9438-1903 or email carolynn@ibug.com.au

Bike North Events

Diary Dates

SATURDAY, 7 AUGUST - HUNTERS HILL MOOCOBOOLA FESTIVAL

Contact Alister Sharp for details (phone: 9879 3664). Volunteers to help out with the Bike North stall eagerly sought.

SUNDAY, 15 AUGUST - ANNUAL BIKE NORTH PICNIC & AGM

All the fun of a picnic, very wacky Wacky Races and an update on BN's activities during the past year. To be held in a park somewhere in Northern Sydney. Full details in August Chain Mail or contact Carolyn New (email: carolynn@ihug.com, phone: 9438 1903) after 1 July.

DIRT FOR BEGINNERS - SATURDAY JULY 10

MOUNTAIN BIKING FOR NEWBIES

Where? Secret location near Castle Hill (ring or e-mail for directions)

How far? 10km and up (depending on how many laps you ride)

When? 8:30am

Who? Kin-Yat Lo 9980-7143
kinyat_lo@yahoo.com

Ever wanted to take your mountain bike off-road?

Ever felt unsure how best to ride on fire trails and singletracks?

Ever wanted to ride with a crowd off-road?

Ever wanted to explore the great Australian bush by bike?

Ever wish you rode somewhere in Sydney away from the traffic?

Ever wondered why people still smile when their entire bodies and their bike are both encrusted with mud?

Do you have a mountain bike that has never seen dirt?

If you answered yes to any of those questions, come along to the "Dirt for Beginners" ride! It is a day designed to introduce riders to the wonderful world of mountain biking, a day where the pace is relaxing and the terrain is easy. During this ride you will have opportunities to ride along some easy fire trails with some climbs and descents, and also singletrack as well - a good mix of terrain that you are likely to encounter - but short so you get a chance to ride them as many times as you wish to better your skills and gain confidence.

You will also get to ask any questions you may have about anything relating to mountain biking, whether it is about techniques, places to ride, equipment, or where the best coffee shops are along the trails.

Bring yourself and your mountain bike (it doesn't need to be fancy at all, as long as it is well maintained and has fat tyres) along and learn to enjoy. Of course, like all good Bike North rides, a stop is included for coffee and snacks.

Cycling for Transport

Commuting Story

Alister Sharp

I've been riding to work in Sydney since January 1980, but I started commuting by bike in February 1978 during a year's stay in the Netherlands.

The first day at work at the Dutch laboratory, asking about bus timetables, everyone I spoke to seemed to cycle to work each day, from the Director down. Indeed most of them cycled to work twice each day, because the custom was to go home for lunch. So I bought a second-hand Peugeot 5-speed 'Sports' and joined the crowd in the cycle lane. I hadn't been on a bike since high school, and it



took longer than I expected for my legs and lungs to acclimatise. I was surprised at how quickly my appetite increased, and it was several weeks before I was able to stay up until a reasonable hour in the evening. Meanwhile my young children were cycling to school, and my wife was shopping by bike, so the whole family was eating and sleeping more than usual.

It was winter, and cycling in a heavy winter coat and warm cap I began to feel really Dutch, especially when I got the hang of balancing with a case of beer on the luggage rack. (A local explained that beer was best left outside the kitchen door, in the snow). I still remember the surprise of the first kiss of moist snow flakes melting on my forehead and cheeks.



Back home in Sydney the following year I was deterred by the hills and moist summer heat, and the Peugeot stayed in its carton. But during the following Christmas holidays' lull in traffic I pumped up the tyres, and worked out a back-street route to work. The distance was similar to my ride in the Netherlands (12km), with more hills, higher temperatures and heavier (but less frequent) rain. But equally satisfying! Soon I'd fitted drop handlebars, lowered the gearing to suit Sydney's hills, and was back into the enjoyment of daily cycling.

My original rules for commuting by bike were:

- always carry a comprehensive tool kit, spare tube and puncture repair stuff,
- in winter, always carry lights (I often seemed to be late leaving work),

- keep a towel and some clean, dry clothes at work,
- always carry a rain jacket (not so important in summer, when you might as well get wet from the rain as from your own sweat).

Back in the 1980s I still drove my car to work one or two days a week. Although I always enjoyed the ride, if I'd had a late night or the forecast was for rain, I was often tempted to drive. So I added these rules:

- irrespective of the forecast, ride if it isn't raining at breakfast time. Then, no matter how gray the sky, there is a good chance of a dry ride in at least one direction,
- keep a dry pair of shoes at work.
- check the bike over (while washing it) every couple of weeks.

15 years later I was living closer to work, and gave up driving the car to work altogether. I amended this rule to:

- cycle every day, no matter what the weather,
- have a wet-weather bike on standby, with mudguards and extra lights, for days that look like rain,
- if it's cold, wear a thick jacket and woollen gloves (woollen gloves stay warm when wet),
- if it's raining, wear a Goretex jacket (I found it rarely worth bothering with over-trousers).
- dress to be visible: buy only white or yellow helmets, bright-coloured jerseys and jackets, and fit lots of lights to your bikes (this became easier with the advent of LED tail-lights).
- if your cycling shoes are still wet when its time to ride, put them on anyway. With your still-wet socks; your feet soon warm up.

Now I've given up my previous job and work for myself, as a full-time owner-builder. My commute has shrunk to 600m, twice each day because I come home for lunch. Plus several trips to the hardware shop each week. I now use an old Raleigh 20" wheel 'shopping bike'. The bike has a Sturmey Archer three



speed hub (I fitted an oversize sprocket to lower the gearing) and generator lights. I fitted a milk-crate to the rack to carry a lock, an old parka, and all the other things a builder needs. Not flash, but very practical.

What to do when it goes seriously wrong

Michael Chow

As cyclists, we don't really want to think or talk about accidents with other vehicles, people or damaging someone's property. However, accidents are a fact of life and it's good to know what to do if you are involved in a road accident that is "more than minor". Further, there could be legal implications - even if you think you are in the right and decide not to sue anyone, they might sue you!

- **Police** - In NSW, you are required to notify the Police immediately if the combined damage from a collision exceeds \$500 and/or any person is injured. In any event, it is wise to go to the nearest Police Station within 24 hours to make out a Police Report. A Police Report is an official record of your account of the accident and it can later be used as evidence. Regardless of whether the Police charge anyone involved in the accident, your Police Report might be helpful if you have a civil claim against someone for injury, damage and/or losses such as medical/hospital expenses or time off work (see below).
- **Details** - if possible, while you are still at the accident scene write down the full details of: the accident (ie where, when and how it happened); the other people

and/or vehicles involved; and all witnesses.

- **Liability** - Do not admit liability or offer payment to any else involved in the accident. Doing this could prejudice any claims you might make later and/or breach your insurance policy.
- **Insurance coverage** - Bicycle NSW members receive public liability insurance coverage for personal and property damage as part of their membership. Bicycle NSW (9281 4099) also offers optional personal injury insurance for a small premium.
- **Workers compensation** - Accidents that occur while travelling to and from work should be covered by your employer's workers compensation insurance.
- **Legal advice** - It is wise to consult with a solicitor if the Police charge you with an offence, if a claim is being made against you by anyone else involved in the accident or, if you have suffered damage or loss due to the accident, to see if you have any claim against others involved in the accident. Bicycle NSW also offers to its members a free initial legal consultation with a practising solicitor.

Entertainment Books 2004 - 2005

Once again Bike North is fundraising with the Entertainment books. These books have discounts and special offers for restaurants, cafes, bistros, takeaways, 5 star hotels, car rentals and other amusements and attractions.

This year three different books are available covering

- the City & surrounds
- Northern Sydney, and
- the Parramatta and Hills area.

The Sydney and Sydney North Books are \$60 incl GST plus \$5 postage and the Parramatta book is \$50 incl GST plus \$5 postage. Just as in previous years there are some excellent restaurants offering discounts. Some of these restaurants include Level 41, Bather's Pavilion, Milsons, Banjo Patterson, Yoshii, Watermark, Café Sydney, Bepi's, Mezzaluna, Aqua Luna and Galileo.

To buy a book or for more information please email Brian at bnbrian@yahoo.com.au or you can phone him on 9879 7270.

BNCC - What a day!

The 2004 BNCC involved 10 teams (30 cyclists), was supported and made possible by the hard work of 11 volunteers (plus Doug of course) and involved lots of wheel spinning, pedalling activity. All three 160 km teams made it back before dark! Fran Griffin is the only entrant with a perfect record, 3 160km finishes from 3 160km starts. 6 teams did the 100 km distance and one team took on the 60 km challenge. Well done to everyone that took the challenge and thanks to all of the people who helped out on the day. Mal Hart's take on the 2004 BNCC is below.

The Hills Are Alive

Mal Hart

I have to confess that it was with much trepidation that I agreed to do the 160km BNCC with Richard and Kin-Yat. But on reflection, and having completed the 100km distance last year, I figured that 160km should be possible with a lighter road bike and reasonable weather.



I can report that it was one of the more enjoyable days cycling I've had and I was glad to finish moments before the 5 o'clock witching hour. It was a huge team effort. Yes it was definitely a challenge, but one that always seemed possible and achievable on the day.

Obviously such a long ride is physically taxing. Both Richard and Kin-Yat had been working nicely up to the distance with their sojourn to Cowra. I chose the

long taper approach occasioned by a family school holiday trip to NZ, meaning I had the preceding 3 weeks off the bike. I was going to have to either rely on a good base load from regular 70-80 km rides, or have to dig deep for Australia.

On the day we were very conscious of pacing ourselves, particularly early on and also after lunch. Maintaining a steady pace and keeping warm seemed to work pretty well for our group. Richard and I were keen not to wear Kin-Yat out on his mountain bike, well at least not too early.

No doubt the hardest issues to manage are the psychological aspects. You can't just rock up and do an extensively long ride. Spending some time thinking about the mental challenge beforehand was very valuable for me. Without sounding like a sports psycho, I benefited from thinking through what tactics I would use to handle the inevitable questions: "Why am I here?", "Why Me?", "Why does it hurt so much?". How you cope with the mental side will definitely determine whether you succeed.

I found the Steve Waugh approach worked pretty successfully. By breaking the ride down into little bits, such as 10km stretches or hill-to-hill sections, you can give yourself little wins along the way without being consumed by the daunting reality of what lies ahead. Certainly this tactic worked well for me after lunch. And remember that pain doesn't really hurt!!

Having a plan for the day was a useful approach for such a long ride. This gave us some broad targets to check our progress against. Richard made sure we didn't waste too much time at breaks - either planned or unexpected. Taking the opportunity to load up with food whilst fixing punctures can help greatly.

Using the power of the group is important. You can't all ride at 100% all day. So at various times you need a breather while others lead, later you'll



get that 6th wind and have a go yourself up front. For this reason it is best to form a group of riders with similar riding capabilities.

This time I was very careful to ensure that I ate regularly. Basically I ate every hour - low GI foods like muesli bars and sandwiches at the start of the day, high GI foods at the end of the day. Drinking was just as important. Kin-Yat set a high standard in this area, practically draining Warragamba. Both Richard and I found we had to drink a lot more after weighing in a kilo lighter at lunch.

Having spare tubes and a good practical knowledge of how to fix a puncture are essential skills as you are never sure what can go wrong. I can offer you some particular advice for next year - don't apply too much force to the valve stem, otherwise it snaps and goes WIIIIISH!!!; do ensure that the tyre and tube are sitting properly inside the rim, else the tube tends to go BAAAAANG!!!! Yes comedy can work so well in the face of adversity.

My only other tip is in the area that no one talks or writes about- "lubing up". Pre-applied Vaseline or cycle cream can delay the inevitable soreness to the tender regions.

Overall, it was a long and very rewarding day. The legs were suffering greatly and the mind was using every trick in the book to get to the finish especially up that hill from Church Point. The sense



of achievement was palpable. And that long hot bath - oh what a feeling!!

Special thanks to Richard and Kin-Yat for a great day and congratulations to my fellow 160km riders - Brothers Grimmond; Fran, Keith and Suzie.

BUGs Take Over Eastwood

Carolyn New

The Women's Rest Centre at Eastwood Park was a delightful location for the April 24 BUGs Workshop organised by Bike North, on behalf of Bicycle NSW. After a hilarious ice-breaker finding someone who 'has a Brooks leather saddle', 'has a top speed over 70km/hr', etc, etc, etc we all settled down to a run down of who's who at the RTA from Rolf Lunsman (who didn't miss a beat as various ladies wandered in for their usual Devonshire tea and chat). Warren Salomon followed with a brief explanation of the content of the new NSW Bicycle Guidelines.

After morning tea, we worked in groups to study a series of photos and use the Guidelines to identify issues and possible solutions. Feedback from the groups was out on the road as we cycled to each of the locations.

Thanks to Doug Stewart for organising a fun but educational day for all.

Bike North Boundaries

Carolyn New

WHAT'S IN A NAME?

Bike North members ride north, south, west and east so why are we Bike North? Officially we state that our work is in Ryde, Hornsby, Ku-ring-gai and Hunters Hill but our interests have always ranged far wider. Even at inception in 1996, we promoted the concept of a Rail Trail that extended into the Lower North Shore beyond our official boundaries. Our rides calendar features many rides that start within those boundaries but showcases the wider Sydney area and attracts people from all over Sydney.

NOW TIME FOR CHANGE

Change is inevitable and our expansion began last year when we were asked to nurture the Mosman group. Now the Bike North executive has decided that our scope is to be really Bike North. We operate in Northern Sydney with no fixed boundaries. We operate where our advocates choose to work.

WHAT DOES THAT MEAN TO YOU?

For many, not a great deal. We continue to offer our varied and full ride program and our four original local areas continue their work and reporting to you. But for those many members living in Northern Sydney outside our previous 'official' boundaries there is an opportunity to help make your own local area a better place to cycle for transport and recreation. That help may be quite small or sometimes far more significant as suits your time and inclination. In Chain Mail this month we offer the chance to hear about Willoughby and North Sydney

BIKE NORTH CLOTHING

Members who wish to order Bike North Clothing can do so now. A minimum order of 25 of each item is required before we can place the order. Depending on how quickly the orders are received from members will dictate how quickly the order will be placed.

PLEASE NOTE CHANGE IN ORDERING PROCESS

STEP 1. Decide on item(s) and size(s) to be ordered

STEP 2. Write down items and sizes PLUS your name, address and Email address (if you have one)

STEP 3. Cheque or money order to the total of items to be purchased must be included for the order to be raised. ADD \$6.50 if you wish your order to be posted to you.

STEP 4. Send all of the above to the

Clothing Co-ordinator
Bike North
PO Box 719
Gladesville NSW 1675

Clothing available on this order is:

SHORT SLEEVED JERSEYS and KNICKS (sleeveless and long sleeved jerseys are NOT available).

PRICES (including GST)

Short sleeve jersey \$80.00

Knicks \$75.00

Postage & Handling \$6.50 if you are unable to collect from Turrumurra Cyclery

SIZES AVAILABLE

Men: Jerseys - M-XS, M-S, M-M, M-L, M-XL, M-XXL
 Knicks - M-XS, M-S, M-M, M-L, M-XL

Women: Jerseys - L-XS, L-S, L-M, L-L, L-XL
 Knicks - L-XS, L-S, L-M, L-L, L-XL

Please note that the sizes in general are on the SMALL size and are intended to be very fitting. If you are not sure of the correct size to fit you, check with other riders, or try on Cannibal clothing at your local bike shop!

Please direct all queries regarding clothing to Debbie Edwards - 9476 3624 or email debbie.edwards@idx.com.au.

SPOKE-N

The opinions of BN members

This month, two Bike North members take us travelling.

QUICK TOUR IN NEW ZEALAND

Maria Theobarous

Over the New Year, we decided to spend the week with some of the in-laws at their place - New Zealand. However, this meant that we wouldn't be able to make the Great New Zealand bike ride in February. Family commitments took priority - well, sort of.

We spent the week on the North Island around the Coromandel Peninsula and stayed near Thames. There are plenty of cafes and accommodation options in both Thames and around "the Coromandel". The Brian Boru Hotel has an interesting rainforest room for \$50 a night.

<http://www.brianboruhotel.co.nz>

January weather in New Zealand is fairly wet but we were lucky to only experience two days of torrential rain. "The Coromandel" has great fishing in the Hauraki Gulf to the east and lots of great beaches down the Pacific Ocean along the west. "The Coromandel" Ranges offer many bushwalk alternatives when you get bored with the water sport options.

A few days after we settled with the family it was time to search for a bike hire option. We took our cycle clothing just in case there was some cycling to be had. Why would you let a possible bike tour go to waste?



The Paki Paki Bike shop in Thames was a great find. We were able to hire two good mountain bikes and told to go west. Just behind Thames is the Kauaeranga Valley so we spent a great day riding by the river, checking out the scenery, farms and national parks. We managed to surprise some local horse trekkers - something you don't come across on a typical Bike North ride.

On the second day we rode around the Hauraki Gulf and enjoyed exploring the bays. Our ride was fairly flat but scenic. The local traffic was kind to us on the narrow busy road.

Later in the week, we drove along the Pacific Ocean side and discover uncrowded beaches with decent rest stops and great coffee.



If you want to plan a cycle tour around "The Coromandel", try the Lonely Planet cycling guide. If you can't, don't worry. The locals have lots of free route maps at every information centre.

Paki Paki Bike shop is located in the Goldfield Shopping Centre, Thames. www.thecoromandel.com
www.thepacificcoast.co.nz

Murray to Mountains Rail Trail

Robert Law

Over three lovely spring days, Michael Haskew, Robert Law and family rode the Murray to the Mountains Rail Trail in North East Victoria. The trail goes between Wangaratta and Bright (83km) with another section 15km up to Beechworth.

We stayed in Beechworth which is a lovely historic town with plenty to see and do. Myrtleford and Bright would also be great.

The Rail Trail has gentle gradients and a good quality bitumen surface topped with a loose form of pebblecrete. Take plenty of spare tubes, as small pieces of silica on the trail can puncture your tyres. There were plenty of rest stops with fresh drinking water and toilet facilities.

The scenery was magnificent, with rolling hills, majestic snow capped mountain ranges and wide lush green fields and vineyards. During our trip we saw fields of yellow canola and entire hillsides filled with blossoming daisies.

One of the highlights was a 26km decent from nearby Mt Buffalo. We got a lift up to the top rather than grinding it out. The descent was fast with sweeping bends and good quality sealed roads.

What a Buzz ! (Photo on previous page has Mt. Buffalo in the background).

Find out more at www.railtrail.com.au

Got something to say about cycling? Send a letter or article (500 words or less) to chainmail@bikenorth.org.au.

Crank Rites

Wheels

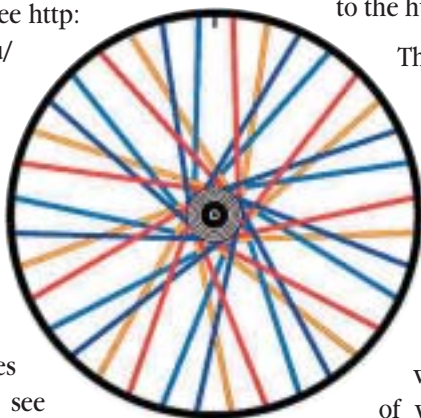
The bicycle wheel is a truly magnificent engineering feat. If used and treated in the way it is intended, it will stay fairly circular. Only when the forces on it exceed the design limits will it go out of shape. Contrary to popular belief, the hub, or axle, hangs from the top of the rim and is not directly supported by the spokes beneath it see <http://hea-www.harvard.edu/~fine/opinions/bikewheel.html>.

If there were no spokes around all of its circumference, then the wheel would flatten into an oval shape. So the rest of the spokes keep it in shape see <http://ffden-2.phys.uaf.edu/211.fall2000.web.projects/J%20Krizek/index%20page%201.html>

How well it does the job depends on the number of spokes and the stiffness of the rim. You may have seen wheels with 8 or 10 spokes. These are specials and are usually very expensive, but reduce the drag from the wind by offering less surface area and better flow. In general bicycle wheels have 32 or 36 spokes. This number has been derived through experience. It provides, generally, a reliable support for the rim. The other variable is the thickness and strength of the spoke material and the way the holes in the hub are finished see <http://www.sheldonbrown.com/spokes>

Should you be riding a lot on rough surfaces then a higher

number of spokes will give fewer problems with the wheel. Reliability is also influenced by how many times the spokes are crossed over, see also <http://www.achrn.demon.co.uk/astounding/ian/wheel/patterns.html>. The spokes on most general use wheels are crossed over 3 times. It makes the wheel stiffer. The main reason for crossing the spokes is to be able to transfer the torque from the pedals through the chain to the rear wheel. If the spokes were just radial, that is direct from the hub to the rim, then torque applied to the hub, will distort the wheel. The crossing over of the spokes is needed make sure the spokes are on a tangent to the hub to transmit the torque to the rim. A close look at the 8 or 10 spoke wheels will show that even they have the spokes on a tangent to the hub.



The front wheel does not require the crossover of spokes and some more expensive front wheels are radially spoked. Have a close look at the rear wheel. You will find that to keep the wheel rim in the centre of your bicycle frame, the spokes on the side of the chain are at a steeper angle that those on the other side. This arrangement is needed to make up for the space that the rear sprocket wheels take up. Otherwise the wheel will not be centred in the frame. For the more technical minded see <http://www.achrn.demon.co.uk/astounding/ian/wheel/index.html>

If you want to make a wheel perfect then look here http://wikibooks.org/wiki/Bicycle_Repair_Truing_a_bicycle_wheel



While we are all familiar with the round wheel, there are other shapes that perform similar functions under special road surface conditions. See square wheels at <http://www.sciencenews.org/articles/20040403/mathtrek.asp> and http://www.maa.org/mathland/mathtrek_7_13_98.html

Flower wheels
http://www.studyworksonline.com/cda/content/worksheet/0,,EXP1178_NAV2-95_SWK1186,00.shtml

Weird wheels
http://www.studyworksonline.com/cda/content/worksheet/0,,EXP1178_NAV2-95_SWK1188,00.shtml

Triangle wheels
http://www.cut-the-knot.org/do_you_know/cwidth.shtml

A nice simulation with some maths at <http://mathworld.wolfram.com/Roulette.html>

Crank Rites is compiled by Hette Mollema

Member Profile – Yaffa Gould

How long have you been a member of Bike North/when did you join Bike North?

I think we joined in 1997. I saw an article in the North Shore Times on Bike North and their efforts in Lobbying the NSW government to build a Bike track beside both North Shore Rail lines. I thought this was a great idea, a continuous track from Hornsby to the City linking northern suburbs with a continuous safe bicycle route. Geoff and my sons also like cycling so joining would be good for the whole family, membership was only \$10.

What are the main advocacy projects you are involved in?

Rail Trail. A document put together by early Bike North Members on building a cycle track along the North Shore Rail Lines, Hornsby to the City, and Straithfield Willoughby Bike Committee.

Why/how did you get involved in advocacy in the first place?

When I joined, I spoke to Sue who at the time convened the Rail Trail Group,

it just went from there, I suggested we should put together a petition, Sue left and I found myself the Rail Trail convener. The Rail trail project really appealed to me, it was such an elegant concept, a way to have a nonstop cycle path from Hornsby to Strathfield and Hornsby to the City. We managed to get some 6500 signatures on a petition.

Lots of events and mornings in shopping centres. We received encouragement from the people who signed, so it fuelled itself. Carolyn New also became involved and her enthusiasm kept us all fired! I joined Willoughby Bike committee after our move to Naremburn, we have a lot of support on Willoughby Council.

I usually come away from those meetings feeling positive. Since being on the committee the Onyx Rd track with bike friendly lights on Mowbray Rd has been completed and upgrades to the Johnson St on road cycle path. This year improvements are planned for access to Lane Cove Park from Chatswood. We run the Spring ride and this year a Heritage ride, so things are always happening.

Why do you stay involved?

I suppose I stay involved because there is always something happening. I believe Sydney should be more cycle friendly, it's happening, be it slowly. I like being a part of that process. Cycle friendly people are fun to spend time with and its important to enjoy what you are doing.

During that time I have also learnt how to ride a bike. I suppose I only really learnt to ride a bike in my mid-forties, never having owned a bike as a child growing up in the Eastern suburbs! I started out struggling on the easy Olympic Park rides with a lot of patience from Geoff and other BN members I now can handle Akuna Bay, Church Point. I have ridden on a couple of Big Rides and was still able to walk the next day after completing 100kms

in the BNCC this year, the ultimate challenge. So the Advocacy does go hand in hand with the riding!

What is your proudest achievement as an advocate?

Probably presenting the petition to John Watkins at State Parliament along with Carolyn. We worked hard getting all those signatures and then seeing that in Bike Plan 2010, they had adopted the concept of a Rail Trail. I like to think we had some effect.

What has been your most depressing experience as an advocate?

Finding out the cycle track designers' concept of a Rail Trail just doesn't match mine. So far Parramatta/Liverpool is not in the rail corridor and there are a number of road and car park crossings, which does not make for a safe alternative, especially for kids. The plans for a rail trail coming out of Chatswood shows the Cycle track will be at road level, not in the rail corridor. It's disappointing that the engineers and planners simply lack "the vision".

If you could give one piece of advice to Bike North members thinking of getting involved in advocacy, what

would it be?

If you want something to happen then you have to put in some effort. Bike North needs people to get involved, fresh ideas and fresh energy are vital.

We have Bike Plan 2010, but we have to keep the pressure up. We have to make sure that its completed at the highest level achievable.



Rick's wedding

Long time Bike North member Rick Mockridge married Roseanne on 3 March at Red Rock in Northern NSW. Both are also members of Coffs Harbour BUG. Bike North members who attended the wedding report that they had a really good time!



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.

JUNE

Date: Sat 05/06/2004
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 25
Contact: Doug Stewart, 9887 1478
Starts at: 08:30. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

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

Date: Sun 06/06/2004
Ride: Akuna Bay and Church Point
Grade: Hard, BNSW Grade: FHX Distance: 77
Contact: Doug Stewart, 9887 1478
Starts at: 07:15. East side Eastwood Stn. Ride via de Burgh s bridge to Pymble, St Ives, then to Terrey Hills, Akuna Bay and Church Point. Refuel with coffee and cake for the return ascent via Terrey Hills and Turramurra. A hilly ride at a brisk pace.

Date: Sun 06/06/2004
Ride: Browns, Bush and Beecroft
Grade: Medium, BNSW Grade: OXHM Distance: 23
Contact: Peter Tuft, 9144 1325
Starts at: Start 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.

Date: Sun 06/06/2004
Ride: Mirambeena Magic
Grade: Medium, BNSW Grade: OP Distance: 65
Contact: Kevin Mason, 9868 2904
Starts at: 07:30. Starts at Meadowbank wharf. Head west along the PVC and the M4 cycleway (under M4) to visit the picturesque lakes of Mirambeena Regional Park at Lansdowne. A coffee break at Canley Vale before returning the same way.

Date: Sat 12/06/2004
Ride: Macdonald River Meander
Grade: Medium, BNSW Grade: OU Distance: 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 you 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 13/06/2004
Ride: Hills and Surfside Cafe
Grade: Hard, BNSW Grade: FTH Distance: 80
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30. East side Eastwood Stn. Ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turramurra. Fit & experienced riders only.

Date: Sun 13/06/2004
Ride: Parramatta Park Parade
Grade: Easy, BNSW Grade: CPS Distance: 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: Mon 14/06/2004
Ride: Little Italy
Grade: Medium, BNSW Grade: OT Distance: 40
Contact: Pam and Col Kendrick, 9872 2583
Starts at: 07:30. Meadowbank Wharf Cycle over Gladsville and Iron Cove bridges to a café in Norton St Leichhardt. Return via Five Dock.

Date: Sat 19/06/2004
Ride: Western Explorer
Grade: Medium, BNSW Grade: OP Distance: 70
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 coffee. Return via the Rail Trail and the M4 cycle way once again. Brisk pace

Date: Sat 19/06/2004
Ride: Mudgee Cycle Tour
Grade: Easy Medium, BNSW Grade: OT Distance: 40
Contact: John Williams, 9988 4478
Starts at: A relaxed two day tour, sampling superb wines. Each day ride 30 - 40km finishing just after lunch Sunday. Ring 7:00 - 8:30pm for details and accommodation booking by June 1. Limit 10.

Date: Sun 20/06/2004
Ride: L.O.U.D. (Lakes, Ocean, Ups and Downs)
Grade: Medium, BNSW Grade: OHT Distance: 60
Contact: Joan Kerridge, 9909 8925
Starts at: 08:00. St Leonards station concourse. Quiet roads and cycle paths via Cammeray and Spit bridge to Manly, north to Dee Why and Collaroy Plateau (great views) for coffee at Narrabeen Lake. Return via Wakehurst Parkway and Spit bridge. Moderate pace, reasonable fitness required.

Date: Sun 20/06/2004
Ride: Mudgee Cycle Tour
Grade: Easy Medium, BNSW Grade: OT Distance: 40
Contact: John Williams, 9988 4478
Starts at: A relaxed two day tour, sampling superb wines. Each day ride 30 - 40km finishing just after lunch Sunday. Ring 7:00 - 8:30pm for details and accommodation booking by June 1. Limit 10.

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 26/06/2004
Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 38
Contact: Graeme Edwards, 9476 3624
Starts at: 08:00. Hornsby Station west side ride along the old Pacific Highway to the café overlooking Brooklyn for morning tea and great views. Back track to Hornsby. Some moderate hills.

Date: Sat 26/06/2004
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 26
Contact: Michael Chow, 9874 1461
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. Don t forget your Le Palme cap if you have one!

Date: Sun 27/06/2004
Ride: Botany Bay Bacon
Grade: Medium, BNSW Grade: OP Distance: 65
Contact: Eric Middleton, 9958 2546
Starts at: 07:30. Meadowbank wharf. Ride via Homebush and the Cooks River cycleway to Botany Bay. A refuel at our favourite cafe at Brighton, then we retrace our tracks to the start.

Date: Sun 27/06/2004
Ride: Northern Beaches and Back Roads
Grade: Medium Hard, BNSW Grade: FHX Distance: 75
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30. Turramurra 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 Turramurra via cycleways, Lane Cove NP, M2 and Brown's Waterhole. Many variations available. Some hills and traffic. For fit and experienced riders.

Date: Sun 27/06/2004
Ride: Duffy's Forest Loop
Grade: Easy Medium, BNSW Grade: OTW Distance: 35
Contact: Ian and Caroline Houghton, 9440 0467
Starts at: 08:00. Starts at St Ives Car Park Mona Vale Rd opposite Stanley St. Ride out to Waratah Park, home of Skippy the bush roo. Passes through gently undulating horse country roads of Terry Hills and Duffy's Forest.

JULY

Date: Sat 03/07/2004

Ride: Olympic Park Ride
 Grade: Easy, BNSW Grade: CPS Distance: 25
 Contact: Col Lambert, 9637 0746
 Starts at: 08:00. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

Date: Sun 04/07/2004

Ride: Reverse Bobbin Head
 Grade: Medium, BNSW Grade: OHT Distance: 25
 Contact: Graeme Edwards, 9476 3624
 Starts at: 08:00. 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 11/07/2004

Ride: A to Z and Beyond
 Grade: Medium, BNSW Grade: OT Distance: 30
 Contact: Rick Mockridge, 0418 284 052
 Starts at: 07:30. Artarmon Station East side. A pleasant morning ride through parts of Artarmon and Willoughby for magnificent coastal views at Balmoral. After coffee climb to Middle Head for a fast coast to the Zoo Wharf, hop on a ferry to the Quay then ride back via the Bridge, North Sydney and Willoughby on designated cycle routes.

Date: Sun 11/07/2004

Ride: Bays and Foreshores
 Grade: Easy Medium, BNSW Grade: PST Distance: 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 11/07/2004

Ride: Hills and Surfside Cafe
 Grade: Hard, BNSW Grade: FTH Distance: 80
 Contact: Malcolm Hart, 9713 1994
 Starts at: 07:30. East side Eastwood Stn. Ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turramurra. Fit & experienced riders only.

Date: Sat 17/07/2004

Ride: Pie in the Sky
 Grade: Medium, BNSW Grade: OTW Distance: 38
 Contact: Graeme Edwards, 9476 3624
 Starts at: 08:00. Hornsby Station west side ride along the old Pacific Highway to the café overlooking Brooklyn for morning tea and great views. Back track to Hornsby. Some moderate hills.

Date: Sun 18/07/2004

Ride: Botany Bay Bacon
 Grade: Medium, BNSW Grade: OP Distance: 65
 Contact: Eric Middleton, 9958 2546
 Starts at: 07:30. Meadowbank wharf. Ride via Homebush and the Cooks River cycleway to Botany Bay. A refuel at our favourite cafe at Brighton, then we retrace our tracks to the start.

Date: Sun 18/07/2004

Ride: Western Explorer Max
 Grade: Medium Hard, BNSW Grade: FP Distance: 85
 Contact: Steve Hillier, 9899 5432
 Starts at: 07:30. From 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: Sun 18/07/2004

Ride: Balmain Greenwich Special
 Grade: Easy Medium, BNSW Grade: TH Distance: 35
 Contact: Carolyn New, 9438 1903
 Starts at: St Leonards station concourse. Ride via the city to fascinating Balmain for morning tea. Explore Birchgrove, catch three minute ferry to Greenwich for return through Wollstonecraft, exploring northern harbour. Limited numbers, ring for details.

Date: Sat 24/07/2004

Ride: Olympic Park Ride
 Grade: Easy, BNSW Grade: CPS Distance: 25
 Contact: Doug Stewart, 9887 1478
 Starts at: 09:00. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 10 accompanied by an adult carer.

Date: Sat 24/07/2004

Ride: Beyond Barrenjoey
 Grade: Medium Hard, BNSW Grade: OTXH Distance: 60
 Contact: Peter Tuft, 9144 1325
 Starts at: From Turramurra 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.

Date: Sun 25/07/2004

Ride: Northern Beaches and Back Roads
 Grade: Medium Hard, BNSW Grade: FHX Distance: 75
 Contact: Malcolm Hart, 9713 1994
 Starts at: 07:30. Turramurra 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 Turramurra via cycleways, Lane Cove NP, M2 and Brown's Waterhole. Many variations available. Some hills and traffic. For fit and experienced riders.

Date: Sun 25/07/2004

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

Date: Sat 31/07/2004

Ride: Brooklyn Brunch
 Grade: Hard, BNSW Grade: OTH Distance: 91
 Contact: Doug Stewart, 9887 1478
 Starts at: 07:15. Eastwood stn east side. Ride to Turramurra, Bobbin Head, Mt Colah and Brooklyn for brunch, returning via Cowan, Hornsby and Turramurra. Fit and experienced riders only, but medium paced, av 20kph.

Date: Sat 31/07/2004

Ride: Western Explorer
 Grade: Medium, BNSW Grade: OP Distance: 70
 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 coffee. Return via the Rail Trail and the M4 cycle way once again. Brisk pace

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.