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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.

M2 Cyclist Issues UPDATE!

Doug Stewart

In the last Chain Mail we reported that the M2 operators has raised some safety concerns and that Bike North was preparing a submission. Further information gathered since then suggests Bike North may need to put together a strong argument to keep the M2 as a direct and quick commuter and training route for local cyclists.

The Ryde Council Bicycle Advisory Committee recently met with reps from the Hills motorway and consultants GHD, whose plans to make changes to the M2 seem well advanced.

WHY ARE CHANGES BEING PLANNED?

The pressure for change is from new roads developing to the east (Lane Cove Tunnel) and the west (M7 and M2 to F3 link) which create the opportunity for more vehicles on the M2, and therefore more revenue for the company.

The current chokepoint in the morning peak is the toll plaza. The M2 is working to install improved technology allowing for faster E-Tag recognition and distance based tolls may be considered as well.

With toll collection solved the next issue is vehicle capacity. The M2 wish to expand the motorway to 3 lanes either way. Did you think it was strange that the bicycle lane on the M2 was so wide and high quality? It comes as no surprise to learn that only two changes



are required to upgrade to 3 lanes of vehicles along the M2. Firstly, some slight changes will be needed in the Epping Tunnel mainly to do with drainage. Secondly, bicycle riders are in the way.

WHAT ISSUES HAVE BEEN RAISED?

The M2 operators initially raised the issue of cyclists safety on the M2. Despite the obvious conflict at on/off ramps the road is generally much safer than the alternative main roads. There have been a few serious cyclist accidents on the M2, but no fatalities in the history of operation. One serious accident was at the Lane Cove Road dual lane off ramp, which is a tricky location for all users.

When the M2 was being designed and built, Bicycle NSW unsuccessfully campaigned for grade separated on/off ramps and more accesses to/from the facility. These concessions could have been made cheaply at the time but are much more expensive to retro-fit - as the RTA is now doing on the M4.

The Hills Motorway has also suggested that cyclists may be asked to move off the M2 onto either local streets or dedicated off-road cycle facilities. Both of these options have significant down sides and are likely to seriously reduce the benefits of the M2 for cyclists.

The first part of the motorway proposed for upgrading to 3 lanes is from the toll plaza to Delhi Road. There has been discussion about replacing cyclist access on this part of the motorway with either the road network through Macquarie Park or a new dedicated off-road cycle facility on the northern side of M2, within the Hills Motorway corridor.

WHAT IS BIKE NORTH DOING?

Bike North is writing a submission to the M2 operators about safety issues and requesting that at a minimum "vibra-lines" should be laid as lane dividers between the bicycle and traffic lanes. "Vibra-lines" make a loud buzz when car tyres run over them and will help if a car starts to veer to the left.

Bike North is also concerned about the number of cars that pull into the cycle lane to answer their mobile phones and motor bikes and cars driving in the cycle lane.

Bike North has indicated that if an alternate facility is built it must at least match the benefits currently offered to cyclists by the M2. We will preparing a submission on this issue as well.

As this part of the motorway is within Ryde Council the project is currently being actioned through Bike North's Ryde Working Group. You can find out more information or get involved in this project by joining the Ryde Working Group email list (send request to info@bikenorth.org.au), by contacting the Ryde Convenor, Doug Stewart (9887 1478) or by coming to the meetings on the second Tuesday of each month at Eastwood.

e v e n t s

EVENTS

Diary Dates

Saturday, 7 August - Hunters Hill Mocooboola Festival. Contact Alister Sharp for details (phone: 9879 3664).

Sunday, 15 August - **Bike North AGM & Picnic!!** See the article in this edition of Chain Mail for more info

Date TBC, September - Willoughby Spring Festival. Contact Carolyn New for more info (phone: 9438 1903 or email: Carolyn@ihug.com.au)

Saturday, 16 October - Granny Smith Festival

Sunday, 24 November - RTA Cycle Sydney

Bike North AGM & Picnic

Catherine Stuart, Doug Stewart & Maria Theoharous

The annual Bike North AGM and picnic is on again - on Sunday 15 August.

This year the event will be held at the Kissing Point Village Green, South Turramurra (corner of Vernon Street and Kissing Point Road). Roll up from 11am, ready for the formal part of the day which starts at 12 noon and the BYO picnic lunch afterwards.

"A good AGM is a fast AGM." The serious business of the day won't take too long. There'll be some reports on Bike North's activities during the year and then election of the Executive for the upcoming year. Why not that this opportunity to put something back into Bike North and get a little more involved in its activities.

Sadly, there will be no whacky races this year. The council parklands and oval are not in good enough shape.

Doug Stewart will be leading a Bike North ride to the Kissing Point Village Green. This ride will leave from Meadowbank Wharf at 10am. Look in the Bike North weekly email news for details of additional rides or contact Doug Stewart on 9887 1478 for more info.

The AGM and picnic is a good opportunity to find out about the work that the Bike North team have been doing behind the scenes and have some fun too.

Meeting Agenda:

- Welcome
- Apologies
- Accept minutes of the previous AGM
- Annual Report by President
- Annual Report by Treasurer
- Election of Office Bearers
- Any other business

BIKE NORTH CLOTHING - ORDER NOW FOR CYCLE SYDNEY AND THE GONG RIDES

It's time to think ahead!!!! If you are planning to do Cycle Sydney or The Gong Ride and would like to sport new Bike North Clothing you **MUST ORDER NOW!**

- STEP 1. Decide on item(s) and size(s) to be ordered
- STEP 2. Write down item(s) and sizes PLUS your name, address and Email address (if you have one)
- STEP 3. Cheque or money order made payable to: Bike North Inc. 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 Turramurra Cyclery. A minimum order of 25 of each item is required before we can place the order.

PLEASE DIRECT ALL QUERIES REGARDING CLOTHING TO DEBBIE EDWARDS 9476 3624 or email debbie.edwards@idx.com.au.

r i d i n g

TOURING / RIDING

A Tale of Two Canals (and One Reservoir)

Pam Kendrick and John Williams

Bike North riders taking part in 'Western Explorer' rides may be interested to something a of the history of the Prospect Reservoir and its surrounding canals.

By 1867, Sydney's continuing growth and recurring droughts, necessitated a reliable and plentiful water supply. After much investigation, the Upper Nepean Scheme was recommended, involving the construction of two weirs, two canals (Upper Canal from Cataract to Prospect Reservoir and Lower Canal from Prospect to Pipe Head, Guildford), Prospect Reservoir and many miles of pipes linking the Lower Canal to several reservoirs around the city.

Work started in 1880, and the whole scheme was completed in 1888 at a cost of £2 076 313 (\$4 152 626). The catchment area for Prospect Reservoir covered 347sq. miles, from the top of Bulli Pass, to Robertson, Mittagong, Wilton and Appin and was the first earth fill embankment dam in Australia. In 1897-9, a road was built below the reservoir wall for maintenance vehicles, which now forms the cycleway.

Until Cataract Dam was completed in 1907, Prospect was the main storage reservoir of the metropolitan water system. Work in 1912 bypassed the Boothtown Aqueduct on the Lower Canal with a syphon, marked by those two matching brick structures, and retained the aqueduct for emergencies (and future bicycle use - very far sighted thinking).

In 1924, a bypass pipeline was built to link the Upper Canal to the Lower Canal, by-passing Prospect Reservoir. In 1937, that bypass was also superseded by a main pipeline from Upper Canal direct to Pipe Head.

With the completion of the other large storage dams in the Upper Nepean Scheme (Cordeaux 1926, Avon 1928, Nepean 1935) the function of Prospect changed from storage reservoir to that of main service reservoir and sedimentation basin for the metropolitan system. Prospect Reservoir remains an integral part of Sydney's water supply and is needed in times of high demand for water.

That part of the Upper Canal which we follow alongside from Abbotsbury (Fairfield



City Farm) to Prospect Reservoir flows through three tunnels and has a gradient of 2ft per mile (1:2640). The gradient of the Lower Canal, the bed of which forms the cycleway, is 6in per mile (1:10560)- virtually undetectable by bicycle.

Closer to home, a pumping station near West Ryde station was necessary to adequately supply the large area north of the harbour, and was directly connected to Potts Hill, Bankstown by a somewhat leaky tunnel (the leaks caused by poor strata and fault lines) under the Parramatta River by 1892, and in 1936, the infamous

Thackeray Street bridge at Ermington (on the Parramatta Valley cycle way) was built to carry water - with provision for pedestrian access - across the Parramatta river.

Reference: Aird W.V, The Water Supply, Sewerage and Drainage of Sydney, 1961

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

How would you like to earn this illustrious title and a prize as well?

Send your account of a Bike North ride to chainmail@bikenorth.org.au or to Ride Goss, c/. Bike North, PO Box 719, Gladesville NSW 1675.

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.

The most illuminating and wittily expressed account in each category will be published in Chain Mail, and all the entries will appear on the Bike North web-site.

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

All literary masterpieces and works of visual art must be received by October 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 - just kidding.

Spoke-n

The Opinions of BN members

How do you make sure your new bike does what you want it to? Pam Kendrick explains how her friendly bike shop made finding a new bike easy for her - and solves the mystery of all those Avanti Blades you see on Bike North rides. Also, Caroline Houghton fills us in on exactly what can happen when wire meets bicycle unexpectedly!

A Blitz Of Young Blades

Pam Kendrick

Avanti Blades, that is.

Very early in 2002, I decided to replace my aging 'water-pipe special' bicycle, even though it was still going strong-especially downhill-and was very comfortable to ride.

At first I had no idea of what I wanted, and no bike in any of the many bikeshops visited took my eye. I didn't want a road bike, I didn't want an MTB, and hybrids weren't right either.

I wanted a road frame and skinny wheels for speed, a flat handlebar for comfort and to have the brakes at my finger-tips, not a panicked grope away. Aluminium frame for lightness, gearing was to be triple ring at the front and MTB mega-range at the rear (for both speed and for spinning on hills), mounting points for racks and at least two bottles for touring, and finally, brakes that actually stopped me rather than just slowing me down.

About this time (August 2002) the closest bike to my dream machine that I had seen was the Specialized SIRRUS, lacking only in the MTB gearing.

I approached my favourite bike shop, which sold some Specialized stock but not the SIRRUS, and requested an order. The shop owner, Charlie, looked horrified and flatly refused. He would only order me an Avanti Blade, which he had just heard about from the 2002 Bike Show. It was a new model but he knew it fitted most of my criteria. A month and a lot of doubts later he had a brochure featuring this bike but still hadn't seen one. I became quite resigned to riding my old bike for a lot longer, and a little tired of and embarrassed by the frequent

questions fielded by my Bike North riding companions.

Finally late one Thursday afternoon a very excited Charlie rang to say the bike had just arrived and was 'bee-you-ti-ful' and to come quick. I did.

A truly 'bee-you-ti-ful' shiny silver Avanti Blade Comp awaited me. Everything looked right, except for the rear gear cluster. A steep access ramp at the rear of the shop's car park seemed similar in grade to those very steep Mosman streets that scenic Bike North rides liked to frequent, so Charlie kept on changing the rear cluster and I kept on tackling the grade until I could comfortably spin up it. Fitting the Mega-range rear cluster then necessitated fitting a different derailleur. Following a short test ride we also changed the original handlebar stem and the saddle.

So, what exactly did I end up with? The bike is an Avanti Blade Comp, alloy frame with double butted main tubes and teardrop top and down tubes and amazing welds, in brushed, polished alloy finish. A Cro-Mo front fork in dark grey, Shimano Tiagra 30-42-52 front rings and Deore LX 11-34 Mega-range rear give 27 gear ratios to choose from. Mini-V brakes, clipless pedals, Alex alloy rims shod with 700x28C tyres, a suspension seatpost, braze-ons for three bidon cages and front and rear racks and a very responsive ride round out the package.

This bike must be eye-catching, or must strike a chord somewhere as up to 10 more BN members have been to see Charlie for a "Bike like Pam's please" (which involved similar gear modifications as mine and included one order for seven!), and 2 others have purchased stock standard models elsewhere. All 13 of us have chosen the same specification level out of the 4 versions now on offer in this model. Not bad for a new class of bike and a model range newly on the market.

Mine is now two years old, and I am still very pleased with it. The continual ribbing I get

now from my Bike North friends indicates that my average speed must have improved noticeably and hopefully more improvement may yet be possible.

Chatswood to surf and not quite back again.

On last Sunday's ride all was going well. After a cold start it had warmed up nicely. There were no children to worry about. We were almost home when, coming down probably the last hill just before the 'West Street steps', I heard a noise from my bike that sounded as if I'd run over something.

The bike slowed down as if the brakes were applied very firmly, producing a bit of skid. I didn't have any trouble handling it. However, it was somewhat odd since I hadn't applied the brakes. When I came to a stop, and glancing down, I initially thought the chain had come off. When I got off, I realised there was more to it than that, when I noticed a shiny steel wire threading in and out of my rear wheel. At first I thought it was a broken spoke, but then realised the wire was much too thick, looking much more like a very thick coat-hanger wire.



It was then that I realised I'd run over run over a piece of thick wire on the road. It became evident that this had done major damage. Pam came over and said "You're not going anywhere on that". I noticed the derailleur bent in towards the wheel and thought this is going to be expensive. I was right.

The wire went around the cassette several times, around the derailleur, through the wheel next to the hub, out on the other

side, and around the hub several times on the other side. Wire cutters were needed to free it.



DAMAGE:

- Cassette damage: 2 outer sprockets bent right in between the spokes, one arm of the cassette sheared right through (new one needed).
- * Derailleur damage: pointing up, instead of down, twisted through 90 degrees, with one side arm snapped, completely mangled and tied up with wire (new one needed).
- * Hub: bearing seals ripped off, wire cutting deeply into the hub on the non-cassette side (maybe new one needed, maybe just new seals).
- * Wheel: 2 bent spokes, rim forced across to a rear stay, still moderately true (respoke at best, at worst full rebuild on new hub might be needed).
- * Chain: completely mangled, tied up with wire, twisted and generally jammed into a mess with all the other busted stuff (new one needed).

THE GOOD NEWS:

- the frame and rear drop out looked OK (maybe slight re-bend needed).

As all these components were Shimano XT, Ian estimated the damage bill as \$500 at first glance. He was only out by \$10!

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

t r a n s p o r t

CYCLING FOR TRANSPORT

Using a bicycle to get around involves more than just sitting on the seat and turning the pedals - just as there's more to driving than knowing how to turn the engine on, press down on pedals and steer.

Being able to interact safely with other road users is an important part of cycling. In this edition of Chain Mail, Keith Griffin shares some thoughts on how to think like a commuting cyclist.

Murphy, the law, and our lore

Keith Griffin

The words my father spoke the first day I took his car on the road for a driving lesson were so utterly out of character; I was taken aback. "Assume everyone else is stupid" he stated quietly. It took a little while for the importance of this paradoxical and arrogant approach to filter into one or two of my developing neural pathways. It is, of course, Murphy's law in yet another guise. Assume that if someone can do something silly or dangerous, it will be done.

As a cyclist, this approach has saved me on many occasions. Even in a quiet 'local' street it is within the realms of high probability that a child will suddenly appear from behind the bush in the front yard and run onto the road, in front of you, chasing his/her runaway tennis ball or dog. In fact this very thing happened to me some years ago in Eastwood. I was on my trike travelling at 40km/hr or so and just had time to let fly with the air-horn. The child received such a start that he jumped at least a metre into the air - almost enough for me to pass under him safely.

Even in low probability settings things go wrong. Some time back a number of us were cycling around the Olympic site and had vehicles ignore a No Entry sign and come up the street towards us causing potentially nasty consequences for our group. Luckily we were all obeying not just the road rules, but our own rules of behaviour and whole group reacted in a disciplined way to avoid collision.

It is a fact of modern transport life that if we cycle on roads we need a higher set of 'rules', our lore. Because so many motorists don't obey, or even know, the road rules we must be able to anticipate every possible action they might take.

Of course that means that your own actions need to be easy for motorists to anticipate. As so many of them have no concept of riding we must be very predictable and assertive. For example almost all motorists think they can negotiate a roundabout faster than a cyclist. Nothing could be further from the truth.

So, how do you make it easy for motorists to anticipate what you are going to do? Firstly, don't break any road rules. Secondly, signal your intentions as much and as early as possible using clear gestures such as hand signals. Ride assertively well into the traffic lane so no-one can get the impression you will let them squeeze dangerously past you.

If you are riding in a group, for example a Bike North ride, you still have responsibility for the way you ride. You cannot abdicate this to the ride leader or other riders.

Chatting with other riders is perfectly fine and to be encouraged, but stay alert to the traffic conditions, the next set of lights, the car parked on the left, other riders in the group, pedestrians, and don't assume they will be alert to you!

I have found however that no matter how much I do all this there is always the lunatic motorist who will try to pass, over a double centre line, 3 metres before the roundabout or lights. Naturally this motorist then causes you to stop and wait, when in fact had you gone first as was your legal right both you and motorist would be through the intersection by now!

It at times like these when I know my father had been right all those years ago.

The legal side

VEHICLES, DRIVERS AND RIDERS

Catherine Stuart

Most cyclists know they need to obey the road rules when they use public roads - but reading the Australian Road Rules with cycling in mind can be an interesting experience. Does a bicycle count as vehicle? Is a cyclist a road user? Do the rules for drivers apply to cyclists? And, if they do, why do some rules talk about riders instead of drivers?

Here is what the Australian Road Rules have to say on the subject:

A **road user** is defined as a driver, rider, passenger or pedestrian (Rule 14) - basically anyone who is on or using the road.

The Rules don't define **vehicle** in a definitive way but motor vehicles, trailers, trams, bicycles, vehicles drawn by animals, animals

being used to draw vehicles, animals being ridden and motorised wheelchairs that can travel at more than 10 kilometres per hour on level ground are all stated to be vehicles.

Trains, wheeled toys, wheeled recreational devices and other types of wheelchair are not vehicles for the purposes of the Australian Road Rules (Rule 15).

Drivers and riders are separately defined but as drivers are the largest category of road user the Rules tend to be expressed in terms of drivers. Unless it is stated otherwise, all references to drivers apply to riders as well (Rule 19). There are also some rules that apply riders but not drivers. The additional rules for cyclists in Part 15 of the Rules are an example of this.

For the record, a **driver** is defined as someone who drives a vehicle other than a motor bike, bicycle, animal or animal-drawn vehicle (Rule 16). A **rider** is someone

who rides a bicycle or animal, or rides or otherwise in control of a motor bike or animal-drawn vehicle. Importantly, the definition of rider does not include a person walking beside and pushing a bicycle or a passenger (Rule 17).

In short, cyclists are considered to be road users. A bicycle is a vehicle. All the rules for drivers apply to cyclists unless there is a specific statement that they don't, and there are some additional rules for cyclists that don't apply to drivers.

The Australian Road Rules can be found on the NSW Roads and Traffic Authority website at <http://www.rta.nsw.gov.au/rulesregulations/roadrules/australianroadrules.html>

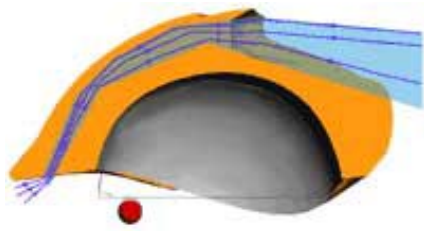
bits

BIKE BITS

Crank Rites

Mirror, Mirror on the bike, who is the...

Want to see who or what is behind you? Got an aging or stiff neck? Well, the bike mirror can help. It is important for all cyclists to know what is in, or intruding into their riding space, with or without a mirror.



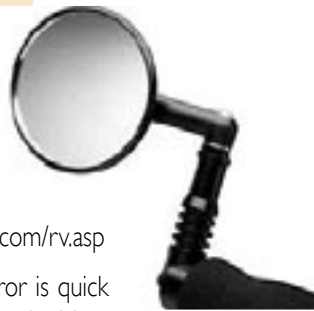
Cycling mirrors range broadly from those that are an integral part of the helmet, to those that attach to the helmet, to those that attach to the handlebar. Information can be found out about them at <http://users.rcn.com/icebike/Equipment/cyclingmirrors.htm>

<http://www.sheldonbrown.com/harris/mirrors.htm>

<http://www.mirrycle.com/>

<http://www.bicorp.com.au/ProductBrowse.aspx?section=PUBPROD>

or the inbuilt helmet mirror system at <http://www.reevu.com/rv.asp>



Glancing at a mirror is quick and your peripheral vision is still forward. In traffic you should look for cars entering at intersections, slip lanes and driveways. If most "danger" is ahead, then it is useful to "look behind" without turning, even for a half a second.

It is impossible to see behind on a trike without mirrors, because the seating position precludes turning the head and body that far. Other road users need to see a rider's body language as well as the hand signal to know what is happening. So on a trike using mirrors is pretty much essential.

These are the advantages of mirrors. What of the disadvantages? It can be argued that simply by the act of turning your head to look around, you signal to other road users your awareness of the traffic. But the strange thing is that the bike tends to swerve in the same direction as your head, not good. With

a mirror there is no indication to other road users that you are aware of them.

Then there is the weight issue. If your mirror weighs about 30 grams, it is the weight of 12 jellybeans. By comparison a full bottle of water weighs 800g.

And there is the argument about drag or wind resistance. A mirror creates an amount of drag that would lose a Tour de France time triallist by about one minute over a one-hour, 50 km/hr time trial. If you average about 25 km/hr, the effect of the drag would be a full 15 seconds in one hour.

More arguments against mirrors? Art! One might argue that a bike is a piece of art. A piece of art looks right the way it is, and would look wrong any other way. So no mirror.

Should you decide on a handlebar mirror, then be aware



of your

greater bike width when negotiating some of the narrow passages on the Cooks River cycleway - or your mirror is history.

Take care when parking your bike as mirrors are fragile, maybe they should be viewed as a consumable.

Crank Rites is compiled by Hette Mollema, with thanks to recent contributors to BN-Chat on the subject of mirrors

BN Member Product Review

“NIGHTLIGHTNING” RECHARGEABLE LIGHT

Ian Houghton

Last July, I decided to buy a brighter bike light for commuting. I already owned both 10W and 12W “Smart” rechargeable light systems, but neither were especially bright. I wanted a light that really functioned well at the business end - bright and low weight. I wasn’t concerned about looks.

Some research revealed the following:

- The best light output is from a Xenon discharge system, but bike lights using it tend to cost \$1000.
- Enhanced Halogen units with IRC coatings probably give the next best light output
- Larger reflectors tend to work better
- Lithium ion batteries have the best power to weight, but cost is high, and availability was very limited last year (390g for a 4.4ah battery)
- NiMH have the next best power to weight (750-650g for a 4ah 1.3.2V battery)
- Lead acid batteries are cheap and reliable, but heavy. (1.7kg for a 4Ah 12V battery)
- Larger commercial makers such as Nitelite, and Cateye make well finished lights with considerable power and versatility, but at a cost.

I ultimately bought a new rechargeable bike light by mail order from “Nightlightning”. This is a small New Zealand based company, rather than a giant chain. Their website is www.nightlightning.co.nz.

The model I bought is the Ruby BL2010 IRC, with a 4ah 1.3.2V NiMH battery, and smart charger, and mounts for both helmets and handlebars. This was their top of the range model at the time. It uses a 20Watt IRC bulb, which can be run at 3 brightness levels - low, normal, and high, using a push button at the back of the light. It cost A\$352 including shipping.



Riding with the light is a revelation.

It blows the socks off all other lamps I've had. The “low” level is roughly the same as my older 10W or 12W Smart light systems, and it goes upwards from there. The manufacturer says the special IRC bulb means you get light output equivalent to about 35W, even though the lamp is only drawing 20W. It certainly is bright - at “High” I can see every pothole even at full tilt down a hill. I use “normal” most of the time, giving a duration that exceeds 2 hours.

My battery is 135mm long, about 50mm diameter, and weighs 750g. (a new version is now out weighing 650g, shown left) For a 20W light with a duration of 2 hours, this makes it both small, and relatively light weight. (a lead acid cell of equivalent duration weighs over twice as much). I prefer to carry it in my saddlebag, from a bulk perspective it could be carried in a back pocket.

The headlamp has the electronics for switching built into it. There are two diameters available, I chose the larger one, shown below. This houses a 50mm Osram IRC “downlight” unit, made for kitchens and the like. I found it to have an excellent beam spread for riding, giving a good compromise between long range “spot” and close range wide angle illumination.

The charger is a Smart charger, which means it detects when the battery is full, and reduces the charging rate to a trickle, so you don't risk damage to the battery by overcharging. This is really helpful, since you



don't have to worry about getting the battery off charge at exactly the right time. They don't recommend it be left on permanently, but it is much better than a

“dumb charger”. Interestingly, many commercial systems only seem to provide “dumb chargers” - far less convenient.

On the down side, the overall finish of the connections and battery housing is functional, but not slick. There is no bag or attachment for the battery but this wasn't a high priority area for me.

There is a helmet mount, and a handlebar mount. A super grip version of Velcro is used to attach the lamp to the mount. I had a little trouble with the handlebar mount sent, but “Nightlightning” were fantastic in dealing with it. I received a replacement improved mount within 5 days of me telling them of the problem, at no cost, so full marks for service.

I have also used the light for caving at Coleman caves - it was superb in this role, lasting a full 4 days with use at mixed output levels.

Overall, I'm very pleased with the light. Whilst it doesn't have the versatility of the commercial multi-headlamp, multibattery systems, and isn't as professionally finished, I felt it was better where it matters; cheaper, lower weight, and brighter.

Better

MAKING CYCLING BETTER

What's Happening Locally

KU-RING-GAI

Hette Mollema

Following the Council elections, the Council has decided not to confirm the Bicycle Advisory Committee.

In the absence of a formal bike committee, we have proposed to Director of Technical Services, Greg Piconi that we meet informally over coffee whenever we have some issues to discuss. He accepted the idea and we have set down the first such meeting for Friday, July 9th.

Time will tell as to how this will work out but Greg Piconi seemed to be enthusiastic about continuing to meet on an informal basis and there are plenty of subjects to talk about - the bicycle facility defect report; issues on web publishing of bicycle facilities, funding of bicycle facilities and the proposed bicycle plan.

Early in June an annotated map of the Council area was provided to Council for uploading to the Council website. It was to have been submitted to the committee before publishing and will now be pursued separately for a suitable web format.

Work has started on the construction of a shared pathway at the primary school on Kissing Point Road and will be completed before the end of the July school holidays. The shoulder of Kissing Point Road from the

Comenarra Parkway to Monteith Street is planned for completion this financial year.

The draft brief for a consultant to draw up a bicycle plan was reviewed and comments provided to Council. The plan is subject to funding by the RTA.

The Ku-ring-gai Section 94 Contributions Plan 2004-2009 - Residential Development, effective from 30 June 2004, includes cycleways and funding. The document may be viewed on the Council website <http://www.kmc.nsw.gov.au/> under Policies/ Planning, then go to Codes & Policies.

RYDE

Doug Stewart

This is my first report as convenor of the Ryde Working Group. Many thanks to Wayne who has worked in the position for the last few years.

Exciting things are happening in Ryde for Bike North. We have decided to run more frequent Ryde Area meetings, so you will have more chances to become involved.

These meetings are on the second Tuesday of each month from 7:30pm for 2 hours. The venue is the Eastwood Womens Rest Centre just behind the Eastwood Library and opposite the Railway Station. All Bike North members (and other interested cyclists) are welcome. Come along and help us help cycling in Ryde.

In late June members attended the Ryde Council Bicycle Advisory Committee which meets every couple of months. The committee consists of a senior council officer; two appointed Councillors and reps from Bike North, the RTA and Macquarie University. The Ryde Mayor (Bike North member Terry Perram) also attends the meetings and shows a high level of interest.

Issues currently under discussion are the M2 (reported elsewhere), a Ryde Bicycle and Walking Map, plans for new cycle facilities, audits of parking in Ryde and work on a proposal for bike facilities at the Macquarie Shopping Centre.

For more information about the activities of the group contact Doug (ryde@bikenorth.org.au 9887 1478 after hours).

MOSMAN

Alan Phillips & Carolyn New

The footpath along Spit Road just near Parrawi Road is now officially shared path, an excellent improvement on the previous banning of all cyclists movement. In future this will be extended to Stanton St enabling safe connection to the network of streets above Balmoral.

Consultants PBAI have been engaged to prepare a bike plan for the area. Consultation has commenced and already in early July there has been an excellent response.

Bike racks have been installed in the Vista St car park garage supporting customers for the new Swim Pool.

NORTH SYDNEY

Carolyn New

North Sydney council has split the bicycle and pedestrian meetings and the bicycle committee will now meet every three months. Meetings are scheduled for Friday mornings, a council preference which could be quite inconvenient for local residents.

Current bicycle projects include:

LOCAL WORKING GROUPS

Council	Convenor	Email Address	Phone No
Ryde	Doug Stewart	ryde@bikenorth.org.au	9887 1478
Ku-ring-ai	Hette Mollema	kuringgai@bikenorth.org.au	9144 7880
Hornsby	Kevin Mason	hornsbym@bikenorth.org.au	9868 2904
Hunters Hill	Alister Sharp	hhill@bikenorth.org.au	9879 3664
Willoughby	Carolyn New	willoughby@bikenorth.org.au	9438 1903
North Sydney	Carolyn New	north_sydney@bikenorth.org.au	9438 1903
Mosman	Alan Phillips	mosman@bikenorth.org.au	9969-4209

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 (ph) 9438-1903 or email carolynn@ihug.com.au

- 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

A revised draft of the local Bike Plan has been produced and will be reviewed at the next bicycle committee meeting.

WILLOUGHBY

Carolyn New

West St steps - Council has drawn up plans for a new ramp and pathway to replace this one major inconvenience on our popular pathway/backroads link between Chatswood and North Sydney. We have been informed this will be built this financial year. Access via the current steps will not be available during construction.

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

Updates and Opportunities

Carolyn New

LANE COVE TUNNEL PROJECT

Mowbray Park Work Site

The shared pathway is now open between the Mowbray Park Athletics Field and Avian Crescent and is providing a far less stressful climb than the steep Mowbray Hill. This pathway directly links into the newly signposted and hilly route to Chatswood CBD. Of course cyclists can also choose to continue up the hill and along Mowbray Road as they have done in the past.

Gore Hill Cycleway

It is now confirmed that an underpass will be provided at the Reserve Road intersection with the freeway. This will ensure continuous access along the proposed cycleway.

As yet, no advice has yet been provided and no meeting set regarding the design of the proposed cycleway east of Reserve Road.

The bike lane on the shoulders of the Gore Hill Freeway west of intersection with the

North Shore Railway Line will soon be lost due to construction activities. In the interim, an alternative route through the roads of Artarmon is to be signposted.

PARRAMATTA RAIL LINK

Chatswood Station

A major residential development with 500 car spaces is proposed over an upgraded Chatswood Station as part of the Parramatta Rail Link. So far these proposals do not represent a good outcome for bicycle access and do not meet expectations raised from earlier discussions.

According to the development proposal on exhibition, bicycle access along the railway will not be provided, contrary to the Conditions of Consent. In place of the intended Rail Trail, there will be an on-road route along Thomas Lane, Thomas Street, Katherine Street, Victoria Avenue and Railway Street. The proposals for a grade separated crossing of Albert Street have been scrapped and replaced with a signalised crossing. Bicycle access will also be compromised by car access to the proposed towers along Thomas Street, with a new roundabout to negotiate at the intersection with Thomas Lane.

We have made a response to this proposal and can only hope that planning approval will be dependent on much better provision for bicycles.

News from Nearby

Maria Theoharous

A NEW BUG EVOLVES.

Have you heard of BurstBug?

In the July-August issue of Australian Cyclist, there was a news item about the newly formed BUG for Burwood-Strathfield areas. Matt Perdeck has started to develop the BUG and is looking for participation.

The launch function was on Tuesday 27 July at the Strathfield Community Centre, Homebush.

Matt has already developed a website so if you live near area and want to support their rides contact Matt at matt.perdeck@burstbug.org or go to the web site <http://burstbug.org>

Cycling Gateway to the City - under consideration.

There has been a lot of consultation with local BUGs by councillors and council staff to develop safe cycle access along Oxford Street, Darlinghurst as part of the Gateway to the City projects.

Following the election of Clover Moore as Lord Mayor in March, the decision about where to place a cycling facility is back on the drawing board. Council originally wanted to wedge a 1 metre cycle path between a bus lane and traffic lanes. However a recent news item in the Sydney Morning Herald (<http://www.smh.com.au/articles/2004/06/07/1086460240629.html>) showed how on Blackfriars Bridge in London, this option proved fatal for Vicki McCreery, 37. Within 2 weeks of implementing a cycle path between bus and traffic lanes, this fatal cycle path was removed!

Placement of the cyclepath on Oxford Street is again being reconsidered. The local BUGs with the support of the councillors including Shayne Mallard are still working to find a safe cycle access option.

AUSTRALIAN ROAD RULE 251

**Riding to the left of
oncoming bicycle
riders on a path**

*The rider of a bicycle riding
on a bicycle path, footpath,
separated footpath or shared
path must keep to the left of
any oncoming bicycle rider on
the path.*

profile

MEMBER PROFILE

DOUG STEWART, BIKE NORTH PRESIDENT

What is good about cycling?

I ride my bikes for recreation, fitness, friendship, fun, transport and for the planet. Cycling is one of the 'right' things to do.

Have you always been a cyclist?

I remember leaving long skid marks in the park and riding around the bandstand faster and faster until the back tyre let go. I remember building bikes up from bits found lying around and occasionally going to a bike shop. Since then there's been 7 years when I didn't ride much and 4 times that many when I did.

I finally bought my venerable Speedwell bike in 1974 and for 5 years it was my only private transport. The same bike is still my daily transport to work, so it has nearly paid me off, even though I've had to replace a few parts.

After a short break I came back to cycling in the mid 1980's when we had no car. A new bike for Steph meant we rode to the shops and everywhere else. In 1991 we moved close to my work and I commuted by foot. After about 6 months (I'm a bit slow) I decided I could cut 20 minutes off each journey by cycling. Since then I've cycled about 14,000km to work in 10 minute bits - rain and shine. My bike saves me 130 hours a year!

I rode with a friend twice a week, "training" for the 1993 Gong ride which we completed averaging 20km/hr. On weekend rides with a couple of mates I explored the Cooks River (before the cycleway was built), found Duck River, and scaled the Thackery St Bridge. We rode the 94 and 95 Gong and Highland Double Hundred (108km option) with averages up to 25km/hr! I bent a wheel riding my 'road bike' through the Lane Cove Valley and purchased a MTB.

When did you join Bike North?

Bike North (BN) started in August 1996. I attended the initial meeting, joined the first exec committee and have helped ever since. I've been involved in every part of BN from leading hundreds of rides, to organising events, chairing meetings, building web pages, editing Chain Mail and writing submissions.

I didn't have any special knowledge when I joined BN. My qualifications were a love of riding a bike and a willingness to get involved.

Why have you stayed involved so long?

I've seen BN grow from just 15 people in the first meeting to over 350 members today. BN is now a large and complex organisation which has risen to the challenges. We have raised the profile of cycling and have more people cycling more often.

Cycling is fun and useful for everyone and is the answer to so many questions about environment, health, fitness, friendship and fun. I've been proud to help BN achieve so much.

What makes Bike North special for you?

For me BN is a 'worthwhile' organisation. BN is not a bike riding club, it is a Bicycle User Group and the difference is really important. By working to our objectives, BN is an effective organisation to promote change in our community. I help a local organisation which makes a big difference to me, to my society and to the planet. In turn I've gained friends and shared in part of the success of BN.

Do you have any advice for people thinking about getting more involved in Bike North?

Everyone who has been involved in BN finds a great supportive environment and has a fun time. We need more people to get involved and help out. BN will repay you in many ways.



Chainmail production manager

Would you like to contribute to Chainmail in a special way? The production manager works closely with the Chainmail editor, under the general guidance of the executive committee, to produce a new and exciting twelve page magazine every two months.

Bike North is looking for a person with the following skills and interests to manage the production of the bi-monthly, 12 page Chainmail.

If you have the following skills, interests and computer setup and feel you would like to stretch your design and production skills then please contact keith@bikenorth.org.au.

The applicant will need to have industry experience in page layout and design and the appropriate software, which might include Adobe InDesign, Photoshop, Illustrator and Acrobat, Quark Express or equivalent packages. A good computer system with access to the internet is critical to this job as information is emailed to you by the editor and the final artwork is then emailed to the printing house.

Further information from keith@bikenorth.org.au

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.

AUGUST

Date: Sun 01/08/2004
Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 40
Contact: Graeme Edwards, 9436 0969
Starts at: 08:00. Hornsby Station west. Medium 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 07/08/2004
Ride: Meadowbank to Bobbo
Grade: Medium, BNSW Grade: OHT Distance: 50
Contact: Doug Stewart, 9887 1478
Starts at: 07:30. Meadowbank wharf. A hilly medium ride from Meadowbank up to Eastwood and Browns Waterhole, then to Turrumurra, and down to Bobbin Head for coffee and return.

Date: Sat 07/08/2004
Ride: Browns, Bush and Beecroft MTB
Grade: Medium, BNSW Grade: OXHM Distance: 25
Contact: Peter Tuft, 9144 1325
Starts at: Near Browns Waterhole for a loop through the upper Lane Cove valley. (some steep and rough bits). Coffee at Beecroft before return. MTB or robust touring bike required. CtoC.

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 07/08/2004
Event: Moocooboola Festival. Hunters Hill High School grounds. Bike North will have a stall promoting cycling. 10:00am - 4:00pm. All welcome.

Date: Sun 08/08/2004
Ride: Exploring Eastwood
Grade: Easy, BNSW Grade: EST Distance: 20
Contact: Keith and Fran Griffin, 9614 0777
Starts at: 08:00. Eastwood Stn west. An easy meander through rolling terrain of the back streets of Eastwood and Marsfield, via Macquarie Uni, returning to Eastwood for coffee.

Date: Sun 08/08/2004
Ride: Triple S Ride
Grade: Medium, BNSW Grade: OTPU Distance: 55
Contact: Joan Kerridge, 9909 8925
Starts at: 07:30. St Leonards stn concourse Cycle North Shore bike routes and quiet roads to Spit Bridge and Seaforth. (hills? - yes). Follow Wakehurst Parkway to coast, then cycle paths around Narrabeen Lake (2km dirt) to Dee Why for coffee/brunch. Then to Manly and return by ferry to Quay and ride via Harbour Br to start.

Date: Sat 14/08/2004
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 15/08/2004
Event: Bike North AGM and Picnic. See article page 2.

Date: Sat 21/08/2004
Ride: Akuna Bay and Church Point
Grade: Hard, BNSW Grade: FHX Distance: 77
Contact: Doug Stewart, 9887 1478
Starts at: 07:30. 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 Turrumurra. A hilly ride at a brisk pace.

Date: Sat 21/08/2004
Ride: Parramatta Park Parade
Grade: Easy Medium, BNSW Grade: CPS Distance: 35

Contact: Col Lambert, 9637 0746
Starts at: 08:00. Meadowbank Wharf. Easy/medium ride along the PVC to Parramatta Park. Do a lap or two of the park before coffee, then return via M4 cycleway.

Date: Sat 21/08/2004
Ride: Marramarra Meander by MTB
Grade: Easy, BNSW Grade: ESM Distance: 20
Contact: Pam and Col Kendrick, 9872 2583
Starts at: 08:30. Starts at End of Bloodwood Rd Fiddletown . Easy MTB ride along Cobah Ridge in Marramarra National Park. Slow pace, suitable for beginners. BYO morning tea. Ring for details.

Date: Sun 22/08/2004
Ride: Botany Bay Bacon
Grade: Medium, BNSW Grade: OP Distance: 65
Contact: Eric Middleton, 9958 2546
Starts at: 07:30. Meadowbank wharf. Medium ride via the Cooks River cycleway to Botany Bay. A refuel at our favourite cafe at Brighton, then return.

Date: Sun 22/08/2004
Ride: Western Explorer
Grade: Medium, BNSW Grade: OP Distance: 70
Contact: Steve Hillier, 9899 5432
Starts at: 07:30. Meadowbank wharf. A brisk medium ride west via the M4 cycleway to Orphan School Creek cycleway, Prospect Reservoir's canal routes, Abbotsbury for coffee.

Date: Sun 22/08/2004
Ride: Summer Hill Circle
Grade: Medium, BNSW Grade: OPT Distance: 35
Contact: Kevin Mason, 9868 2904
Starts at: 08:00. Meadowbank wharf. Head through Concord and Five Dock before joining the Hawthorne Canal cycleway. After morning tea at Summer Hill we complete the loop via the Cooks River cycleway.

Date: Sat 28/08/2004
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 25
Contact: Debbie Edwards, 9436 0969
Starts at: 08:00. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Ride back to Meadowbank a different way.

Date: Sun 29/08/2004
Ride: A to Z and Beyond
Grade: Medium, BNSW Grade: OT Distance: 30
Contact: Rick Mockridge, 0418 284 052
Starts at: 07:30. Artarmon Stn east. Medium ride through Artarmon and Willoughby to Balmoral. After coffee climb to Middle Head then to Zoo Wharf, ferry to Quay then back via the Bridge, North Sydney and Willoughby.

Date: Sun 29/08/2004
Ride: Hills and Surfside
Grade: Hard, BNSW Grade: FTH Distance: 80
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30. Eastwood Stn east. Hard ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turrumurra. Fit & experienced riders only.

Date: Mon 30/08/2004
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 25
Contact: Pam and Col Kendrick, 9872 2583
Starts at: 08:30. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Ride back to Meadowbank a different way.

SEPTEMBER

Date: Sat 04/09/2004
Ride: Bays & Foreshores
Grade: Easy Medium, BNSW Grade: PST Distance: 35
Contact: Pam and Col Kendrick, 9872 2583
Starts at: 07:30. Meadowbank Wharf. An easy/medium ride to Gladesville Bridge, then follow the bays and foreshores around to Concord for a coffee stop.

Date: Sat 04/09/2004
Ride: Meadowbank to Bobbo
Grade: Medium, BNSW Grade: OHT Distance: 50
Contact: Doug Stewart, 9887 1478

Starts at: 07:30. Meadowbank wharf. A hilly medium ride from Meadowbank up to Eastwood and Browns Waterhole, then to Turrumurra, and down to Bobbin Head for coffee and return.

Date: Sat 04/09/2004
Ride: Beyond Barrenjoey
Grade: Medium Hard, BNSW Grade: OTXH Distance: 60
Contact: Peter Tuft, 9144 1325

Starts at: From 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. Short gravel sections. Numbers limited by ferry and train capacity.

Date: Sun 05/09/2004
Ride: The Gorge and Berowra
Grade: Medium Hard, BNSW Grade: FHX Distance: 43
Contact: Keith and Fran Griffin, 9614 0777
Starts at: 08:00. From Hornsby station ride along Galston Road down the gorge and up the other side enjoying the bushland, then across through Arcadia and down the big hill to Berowra Waters. After coffee catch the punt and climb back to Berowra returning to Hornsby on the Pacific Hwy

Date: Sat 11/09/2004
Ride: Macdonald River Meander
Grade: Medium, BNSW Grade: OU Distance: 45
Contact: Steve Hillier, 9899 5432
Starts at: 08:30. Wisemans Ferry Kiosk. Medium ride to Webbs Ck ferry, St Albans for coffee, via the Macdonald R west side. BYO cakes. Return on the Macdonald R east side and ferry. 50% dirt road, hybrid & MTB only. CtoC.

Date: Sat 11/09/2004
Ride: Wood 2 Been and Back
Grade: Medium Hard, BNSW Grade: FHDX Distance: 76
Contact: Doug Stewart, 9887 1478
Starts at: 06:30. Starts at Eastwood Station (east) for a brisk hilly ride via North Ryde, Pymble, Narraben Church Point, Turrumurra, Eastwood. Early return with optional coffee at end.

Date: Sun 12/09/2004
Ride: Botany Bay Bacon
Grade: Medium, BNSW Grade: OP Distance: 65
Contact: Eric Middleton, 9958 2546
Starts at: 07:30. Meadowbank wharf. Medium ride via the Cooks River cycleway to Botany Bay. A refuel at our favourite cafe at Brighton, then return.

Date: Sat 18/09/2004
Ride: Western Express
Grade: Medium Hard, BNSW Grade: FPW Distance: 75
Contact: Steve Hillier, 9899 5432
Starts at: 07:30. Meadowbank wharf. Travel via Parramatta and Canley Vale to Abbotsbury and return via Prospect and the canal routes.

Date: Sat 18/09/2004
Ride: Western Wander
Grade: Medium, BNSW Grade: OPW Distance: 75
Contact: Eric Middleton, 9958 2546
Starts at: 07:30. Meadowbank wharf. A relaxed paced ride using the M4 cycleway and Liverpool Rail Trail to explore Prospect's canal routes and Orphan School creek cycleway, enjoying a break at Abbotsbury.

Date: Sun 19/09/2004
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 25
Contact: Col Lambert, 9637 0746
Starts at: 08:00. Meadowbank Wharf. Easy loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 12 accompanied by an adult carer.

Date: Sun 19/09/2004
Ride: Northern Beaches and Back Roads
Grade: Medium Hard, BNSW Grade: FHXT Distance: 75
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30. Turrumurra Stn east. Medium/hard ride via Church Point to Manly for coffee. Ferry to Quay then to Turrumurra via Lane Cove NP, M2 and Brown's Waterhole. Fit and experienced riders only.

Date: Sun 19/09/2004
Ride: St Leonards to North Head
Grade: Medium, BNSW Grade: OHT Distance: 45
Contact: Joan Kerridge, 9909 8925
Starts at: 07:30. St Leonards station concourse. Stretch those muscles on some north side hills - mostly on quiet roads and cycle paths through Beauty Point, over Spit bridge to Balgowlah and Manly. Admire the view from the coffee shop at North Head then return on a similar route.

Date: Sat 25/09/2004
Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 40
Contact: Graeme Edwards, 9436 0969
Starts at: 08:00. Hornsby Station west. Medium 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 25/09/2004
Ride: Oaks Fire Trail MTB
Grade: Medium, BNSW Grade: OMHU Distance: 50
Contact: Kin-Yat Lo, 9980 7143
Starts at: Woodford station. Pedal along the Oaks Fire Trail with diversions along various ridges. All day ride, MTB only. CtoC

Date: Sun 26/09/2004
Ride: Western Explorer Max
Grade: Medium Hard, BNSW Grade: FP Distance: 85
Contact: Steve Hillier, 9899 5432
Starts at: 07:30. Meadowbank wharf. Med/hard ride at a brisk pace via the M4 cycleway and railtrail to Mirambeena Res, over to Prospect Reservoir's canal routes with an Abbotsbury coffee stop.

Date: Sun 26/09/2004
Ride: Chipping Norton Caper
Grade: Medium Hard, BNSW Grade: TPW Distance: 80
Contact: Kevin Mason, 9868 2904
Starts at: 08:00. Meadowbank wharf. Take a trip to Liverpool along the M4, Duck River and new Transitway cycleways. Check out Chipping Norton Lake and return another way. Some short sections of rough dirt.

OCTOBER

Date: Sat 02/10/2004
Ride: Bays & Foreshores
Grade: Easy Medium, BNSW Grade: PST Distance: 35
Contact: Col Lambert, 9637 0746
Starts at: 07:30. Meadowbank Wharf. An easy/medium ride to Gladesville Bridge, then follow the bays and foreshores around to Concord for a coffee stop.

Date: Sun 03/10/2004
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 25
Contact: Pam and Col Kendrick, 9872 2583
Starts at: 07:30. Meadowbank Wharf. Loop around Homebush Bay with a coffee stop. Suitable for beginners and children over 12 accompanied by an adult carer.

Date: Sun 03/10/2004
Ride: Bicycle Skills Session
Grade: Easy, BNSW Grade: ESP Distance: 2
Contact: Doug Stewart, 9887 1478
Starts at: 10:30. Meadowbank wharf. Simple skills session for 1 hour, suitable for beginner riders or anyone who wants to improve basic cycling skills

Date: Mon 04/10/2004
Ride: Western Explorer
Grade: Medium, BNSW Grade: OP Distance: 70
Contact: Steve Hillier, 9899 5432
Starts at: 07:30. Meadowbank wharf. A brisk medium ride west via the M4 cycleway to Orphan School Creek cycleway, Prospect Reservoir's canal routes, Abbotsbury for coffee.

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 the registration, 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

Riders under 16 should be accompanied by a cycling adult. A Standards Association of Australia approved helmet is legally required 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. 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.