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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.

ITS ON AGAIN...

Bike North Century Challenge N° 4

Doug Stewart. Event Organiser

Fun. Teamwork. Achievement. Self-sufficiency. Big hills. Ride in a small group but share success with others. Stop for coffee as many times as you like. This is the BNCC.

This event is for most members. The format is the same as previous years with loops of 60km or 100km. These can be joined together for the ultimate challenge - 160km. For some participants 60km is the right distance while for others 100km or 160km is the goal.

I'm pleased to announce that, after a year's layoff, Bobbin Head is back on the 100km loop! The section towards Mt White has been shortened in response to complaints about the boring undulating country. There is no change to the 60km loop.

If you ride Pie in the Sky quite comfortably, you will be able to take on the 60km challenge. Try Meadowbank to Bobbo, Akuna Bay tortoise (or another tortoise) to practice on long hills before the day.

If you ride Cowan to Calga, the Gorge & Berowra or another medium-hard ride comfortably then you will be able to take on the 100km challenge. There are tortoise and normal versions of these rides to help add to your fitness before the big day.

You'll know if the 160km is the challenge for you and anyway on the day, you can assess how you feel after 100km before you take on the second loop.



How does it work?

The BNCC requires self-sufficient riding and navigation. Self-selected groups of 2, 3 or 4 members (on at least two separate cycles) start separately and follow the Ride Guide. Within a group, you must always remain together, within talking distance. One slows - all slow. One stops - all stop.

Groups should have riders of the same ability. Three is a good size because it is easier to find 3 people of the same ability than 4, and your group can still keep riding if someone drops out. Chat to people on our rides and team up with them.

There are no ride leaders or sweeps, no on-the-road support and you fix your own mechanical problems. You have to consider the time and adjust your speed to finish by 5pm. Groups should



rest, refill bottles and eat as needed. Planning your food and drink stops is an essential part of riding the BNCC.

If you withdraw from the event you will need to arrange your own transport home. You also must phone and let us know you are out of the event. No group of fewer than 2 cycles is allowed to continue in the Challenge.



Remember the BNCC is only for Bike North members, but you can join and then ride. The BNCC is a FREE event presented as a service to Bike North Members.



The Lowdown on BNCC

Doug Stewart

BNCC OPTIONS

Eastern Loop - 60

- Distance: 63km. Grade = Medium.
- Wahroonga, Akuna Bay, Church Point, Wahroonga
- Overall time: 4 to 5 hours (allows 1 hour stopping)
- Start: 9am. Finish: 1pm to 3pm

Western Loop - 100

- Distance: 103km. Grade = Hard.
- Wahroonga, Galston, Berowra, Mt White (part), Bobbin Head, Wahroonga
- Overall time: 6 to 7 hours (allows 2 hours stopping)
- Start: 8am. Finish: 2pm to 5pm

Figure of Eight - 160

- Distance: 166km. Grade = Very Hard.
- Travels both loops described above.
- Overall time: 8 to 10 hours (allows 3 hours stopping)
- Start: 7am. (2nd loop by 1:30pm.) Finish: 3pm to 5pm

WHAT TO BRING

EVERY rider must have:

- a bike suitable for the event and in TOP mechanical condition. We strongly advise a bike service prior to the BNCC.
- helmet, water bottle, wind/rain jacket & tail light;
- pump, 2 spare tubes, puncture repair kit & appropriate tools;
- cash (for food/drink, phone calls or train ticket);
- your own BNCC Ride Guide.

EVERY 160km rider must have:

- headlight (at least for the second loop).

Each Riding Group must have at least one of:

- bike computer, basic first aid kit & mobile phone

You must comply with these instructions to participate in the event. These are your responsibilities!

WHERE TO GET MORE INFORMATION

Contact Doug Stewart (speedwell74@yahoo.com or phone 9887 1478).

e v e n t s

Events

Diary Dates

25 - 28 March – Tour de Cowra 2005

1 May (Sunday) – Bike North Century Challenge

Bike North Executive meetings:

1 March 2005 (Tuesday)

5 April 2005 (Tuesday)

3 May 2005 (Tuesday)

7 June 2005 (Tuesday)

All Executive meetings are held at St Johns Church Library, Cox's Road North Ryde, and start at 7:30pm. All members are welcome.

Working Group Meetings:

12 April 2005 (Tuesday) – Ryde WG

10 May 2005 (Tuesday) – Ryde WG

14 June 2005 (Tuesday) – Ryde WG

12 July 2005 (Tuesday) – Ryde WG

All Ryde Working Group meetings are held at the Eastwood Womens Rest Centre (behind the library, Hillview Road, Eastwood) and start at 7:30pm.

Cycle Sydney 2004 wrap up

Despite the searing 40+ degree heat on Sun 28 November, Bike North fielded a team of 40 riders plus volunteers participating in Cycle Sydney. After wending our way through the suburbs with 6000 other riders, our team members arrived at Parramatta Park and the welcoming shade and friendly faces under Bike North's new gazebo. The team once again was the proud winner of the BUGS category. The prizes which were awarded to our team were distributed by lucky draw on Sat 15 January 2005 at the start of the Olympic Park ride and were drawn by Fran Griffin. The prizes and their lucky winners were:

1st Polar Heart Rate Monitor Cycling Pack won by Geoff Gould.

2nd Polar F1 Heart Rate Monitor and water bottle won by Penny Kearns.

3rd "Cycle Around Sydney" book by Bruce Ashley won by Brian McConaghy.

4th Refunded entry fee won by Yaffa Gould.

Congratulations to all our winners and well done Bike North Team.

Making a contribution to Chain Mail

Chain Mail is a bi-monthly newsletter for Bike North members. The production team welcomes contributions from Bike North members on any cycling related subject, at any time. Suggestions about topics you would like to see covered in Chain Mail or feedback about articles you have read are also welcome at any time.

The editor reserves the right to edit articles for length, readability and accuracy. Depending on the amount of material available, articles may be held over for a later edition of Chain Mail even if they are received by the deadline.

If you are considering writing an article for publication in a specific edition of Chain Mail, you are encouraged to contact the editor in advance of the deadline to discuss your ideas.

Please try to meet the following standards when sending your contribution:

- Maximum article length of 500 – 700 words
- No photos or graphics embedded in the article's text
- Photos, graphics and accompanying captions emailed separately
- All photos taken or scanned at a high resolution (contact the production team for more info about this)

Chain Mail contributions, feedback and enquiries can be sent to the Chain Mail production team at chainmail@bikenorth.org.au or c/ Bike North, PO Box 719, Gladesville NSW 1675.

Articles have an enhanced likelihood of publication if they are accompanied by photos or graphics.

Deadlines for upcoming editions of Chain Mail are as follows:

Chain Mail edition
Deadline

May – 8 April 2005

July – 10 June 2005

September – 5 August 2005

November – 7 October 2005

January 06 – 9 December 2005

How can I get involved in Bike North?

Catherine Stuart

Of course, the chances are that you are already involved in Bike North to some extent – by becoming a member, by going on Bike North rides, maybe you've even helped out at a festival or two.

If you have a hankering to do more, to really get involved in promoting cycling in Northern Sydney, why not volunteer your services on a more regular basis?

Bike North is a non-profit organisation and operates on an entirely voluntary basis. Everyone involved in running the organisation is an unpaid volunteer. We have lots of jobs for volunteers and we are always looking for more people who want to be involved.

A couple of years ago, the Bike North Executive set up four new sub-committees covering a range of different activities. The Local Workgroups are also always on the look out for new members. So now there's a range of options to choose from, depending on your interest and expertise. These are:

BIKE NORTH EXECUTIVE:

Role – Oversees the operation of Bike North and makes decisions about its future directions.

Open to – Bike North members elected to the Executive at the Annual General Meeting.

Want to get involved?

Talk to members of the current Executive about your interest and the work involved in each of the positions on the Executive.

CORPORATE:

Role – Looking after Bike North's corporate systems including risk management, insurance, financial strategies, occupational health and safety issues.

Open to – The people holding positions of President, Secretary, Treasurer and Membership Officer on the Bike North

Executive and members with relevant expertise invited to participate.

Want to get involved?

Contact Graeme Edwards (9436 0969 or president@bikenorth.org.au).

COMMUNICATIONS:

Role – Looking after all aspects of Bike North's communication strategy including management of the web-site, Chain Mail, Bike North News, promotional material, logos, letterheads and business cards.

Open to – Any Bike North member with expertise or interest in communications

Want to get involved?

Contact Keith Griffin (keith@bikenorth.org.au or 0414 187 427)

RIDES:

Role – Anything and everything related to running the Bike North rides program including running the ride leaders training program, looking after the quality of Bike North rides, and resourcing the ride leaders

Open to -All active Bike North ride leaders with 2 or more years experience

Want to get involved?

Contact Col or Pam Kendrick (9872 2583). Col and Pam can also provide info about how to become a ride leader.

ADVOCACY:

Role – To guide and support Bike North's advocacy / promotional activities.

Open to – The person holding the position of Advocacy Officer and any other Bike North member with a keen interest in contributing to how advocacy works in Bike North. Experience in writing policy and guidelines or willing to give it a go.

Want to get involved?

Contact Carolyn New (advocacy@bikenorth.org.au or 9438 1903)

LOCAL AREA WORKGROUPS:

Role – A number of separate working groups, each focussing on a specific local government area. Each group works with a local council to improve conditions for cyclists in the area and generally promote cycling. Potential activities are endless, more

people active in the group, more can be done.

Open to – Any Bike North member with a strong desire for better cycling conditions in their local area.

Want to get involved?

Contact the Convener for the local workgroup operating in your area/area of interest.

Classifieds

FOR SALE

4 x Panaracer Hi-Road tyres for sale (26" x 1.5") as recommended by St John's St Cycles. 2 tyres are unused, as new, and 2 are lightly worn - 1 year old with 1000km on each. They're fast & light, great for a MTB used mostly on road, and hard to get in Australia. Offers anyone ?

Childseat

Rex, Large. Good condition. For child to age 5.

Clamps onto your existing rear rack. \$40

BMX Race gear

1) Adults Redline Proline Cruiser 24", Red. \$550

2) Mongoose Supergoose Junior BMX, Yellow (1999) \$150

3) Full Face Helmet, Apache Odyssey, Small \$40

4) Full Face Helmet, Apache Odyssey, Med \$40

5) Troy Lee Carbon Fibre Full Face Helmet, Med \$70

6) Adult clothing ^ as new - O'Neal Pants 34", Shirt Med (Green/Black) \$75

7) Mustangs shirt - Size Junior 10. \$10

Phone Ian on 02 9440 0467 or 0400 110 644 for more information or to make an offer.

Mountain biking – Tips for Riding in National Parks

Kin-Yat Lo

Where to ride?

The policy adopted by NSW National Parks and Wildlife Service is pretty simple. If the trail is classified a **management trail**, then it is generally open to bikes, whilst anything classified as a **walking track**, is off limits.

“Management trails” are made to provide 4WD access by rangers – in simple terms this means a fire trail.

“Walking tracks” mean just that, and are what mountain bikers call “singletracks”. Basically anything that a 4WD cannot fit on will be classified as a walking track.

Of course, these are general rules only and it will be wise to check the trail’s official status before riding them. If you get caught on an illegal trail by a ranger, you will be hit with a \$300 fine, and repeat offenders might have their bikes confiscated. You have been warned!

Trail etiquette

Be it walkers, cyclists or horse-riders, we all visit a national park because we enjoy being in the outdoors in a natural setting. But how come there is so much debate about mountain bikes?

From a walkers’ perspective, mountain bikes are fast and silent, enough to make them feel threatened - much as we are threatened on the road by speeding cars and trucks. Walkers have also come across mountain bikers short-cutting trails, skidding around causing accelerated erosion, leaving tubes and other bike bits behind, and sometimes riding on illegal trails. It does not mean that all mountain bikers behave this way, but as we know from our experience on the road, the behaviour of a small minority can taint the reputation of the majority.

We can reduce a lot of negative perceptions about mountain biking simply by following some general trail etiquette as outlined below (adapted from various sources, including the US mountain bike advocacy organisation IMBA - www.imba.com, and the NSW NPWS).

Ride on Open Trails Only

We should always respect trail closures no matter how much we might enjoy that twisty singletrack. If it is illegal, keep off it! Mountain bikers being seen on illegal trails does not look good in the eyes of walkers and land managers.

Leave No Trace

Low-impact cycling is the key. Take away only photographs and memories, and leave as little in the way of tyre marks as possible.

Although in most cases mountain bikes have the same level of impact on the trail as walkers, irresponsible riding can cause considerable negative impacts on the trail and surrounding environments. The following actions will help to not make new trails or to accelerate erosion:

- Keep off muddy trails and try not to ride in the wet – unfortunately perhaps not a major concern for us at this moment! Riding on soft ground will accelerate erosion and cause trail damage.

- Ride straight through a puddle instead of going around one, preventing the widening of trails and further erosion.
- Do not short-cut a corner or create new trails
- Do not skid, and learn how to brake without locking up your rear wheel.

It goes without saying that, as walkers or cyclists, we should not be littering in a national park. Pack out as much as you pack in, and remember to always pick up anything you see on the trail. Yes, even someone else’s blown tube and energy bar wrapper.

Control your bike

Always ride in control and not too fast for the trail – no matter how it feels to you on the bike. There is nothing more intimidating to other trail users (and especially walkers) than seeing a bike coming at them at what looks like uncontrollable speed. You may be in complete control but to others it looks like you are about to crash – into them.

And don’t forget that if you are descending, you must give way to riders who are climbing.

Always yield trail

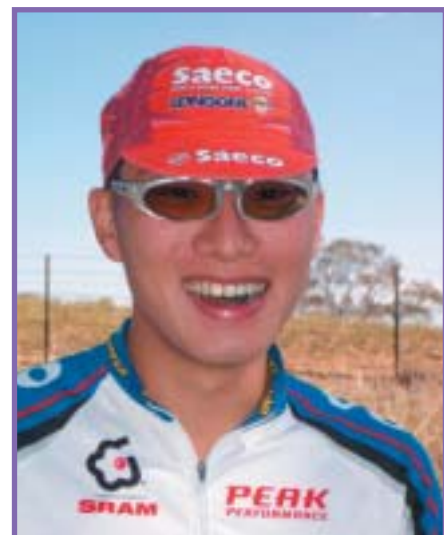
Trail conflicts often arise when trail users refuse to yield to each other. Always let walkers and other riders know you are coming. Slow down and have a friendly chat. Make sure you choose your passing spots safely and never force your way through. A smile does no harm, either.

Plan Ahead

Know your equipment, your ability, and the area in which you are riding – and plan accordingly. You’ll need to be self-sufficient at all times. Never over-estimate your own ability or under-estimate the trail. The old Boy Scouts’ motto says it all, “Be Prepared”.

Education

If you come across other riders who are not respecting the park or are disturbing others, politely explain to them that cycling can only continue to be acceptable in national parks if we all behave in an environmentally sound and socially responsible manner.



s p o k e - n Spoke-n

THE OPINIONS OF BIKE NORTH MEMBERS

My custom built tourer

John Williams

I had a tourer built for me last year. The bike fitted me really well from the first time I got on, and after more than a year's great riding is still a joy.

I looked at many commercially built tourers including the Cannondale T2000 and decided for the money I could have a bike custom built that fitted me like a glove, in the material I wanted, with componentry, colour, gearing, brakes, seat, seat post, handlebars, wheels, tyres, pannier rack, I wanted, for less money!

At a touch over \$3,000 it was about what I would spend on a holiday and as I expected years of fun from the bike, I thought it was cheap. I did have to wait a few months for delivery, however I had a bike to go on with so I did not mind. The Cannondale T2000 cost about \$3,500 at the time, so I thought I was way ahead.

The frame was custom built to suit my body measurements, my hybrid did years of great service but was always the wrong size for me. I was always reaching for the handlebars. With my body geometry, off the shelf will probably always be a compromise. I had all the braze-ons fitted for attachment of front and rear pannier racks, frame pump attachment and 3 bottle mounts.

I did a lot of homework to work out the specs and I am very pleased with the result. It is light, very comfortable, versatile. and does everything I think I will ever expect to do on it, everything from day rides trying to keep up with the road bikes, to lots of weekend/multi day touring on country roads of widely varying surfaces. In amongst all this I still manage to fit in bush walks and the odd spot of paddling, whew!

About the only thing I would have done differently was to have Shimano NX-50

combination rollerhub dynamo and hub brake fitted in the front wheel when it was being built. It's a bit too expensive to do now as it involves a complete wheel rebuild and a different set up for front brakes.

So there it is, I hope you can glean a few ideas if you are going to have a bike built. I'm sure there are a many good builders around. I can highly recommend Kerry Hopkins at ABC Bikes at Liverpool who built mine, if you decide to go down that path.

Got something to say about cycling? Send a letter or article (500 - 700 words max) to chainmail@bikenorth.org.au.

Wheels: Mavic T520 wheels hand built with 36 x Sapim 2mm stainless spokes and Shimano 105 hubs, strong but light, and are as true as the delivery day, even after lots of rough riding, carrying loaded panniers and lots of water for extended independent riding.

Tyres: Michelin World tour 700c x 28mm are great, tough, good grip, reasonably fast, long wearing (I have been a great fan of these for many years) OR Vittoria Radonneur 700c x 28mm are faster as they are almost slicks however I'm not sure about their longevity. I have been using these for a while and I am also very happy with them. They seem to



Specifications for John's bike:

Frame: ColumbusThron, lugged construction, steel frame equivalent to Reynolds 853, light, strong, chrome moly steel for comfort, suppleness and springiness and all day rideability that is not possible with aluminium, which is much stiffer. I went for lugged construction and for easier repairability if the worst happens.

Forks: ColumbusThron. The neck of the fork was left long to allow for later customising, however I have left it full length and glad I did as it allows a more relaxed sit up sightseeing position with hands on the hoods most of the time.

be pretty tough and puncture resistant so far. I can fit 32mm or up to 40mm rubber for really rough trips.

Handle Bars: Deda Piega with Deda Zero stem. Wrapped in Cinneli cork impregnated bar tape - comfort! Coupled with Shimano 105 STI levers for combined braking and gear shifting from the comfort of the hoods.

Seat: Serfas Cosmos. The Cosmos offers outstanding support on the road and trail. It features Serfas Dual Density base that absorbs the shocks of bumpy rides to keep you feeling great. Plus, its anatomic shape offers a custom fit and eliminates pain and numbness. Use an alloy seat post to save weight



Paint: Baked enamel, tough and very chip resistant to protect the steel from corrosion and I hope to keep it looking good for years. I left off all the decals to make it look as plain as possible. I used bright yellow for high visibility.

Gear Componentry: Front gear set Shimano 105 Road, Triple chain rings 52/42/30. Rear Set Shimano Deore LX mountain bike derailleur and 11-34 cassette. This gives a really wide gear range, 27 speed, from a

fairly low granny that has got me up nearly every hill I have tackled.

Brakes: Shimano mountain bike V-Brakes. Allows great braking, ease of adjustment and the versatility to put wider rubber on for really rough trips that would not have been possible if I'd used the standard 105 road brakes. However to compensate for the loss of power that can be applied with the STI brake levers, I had adaptors fitted to increase the mechanical advantage.

AUSTRALIAN ROAD RULE 95

EMERGENCY STOPPING LANE ONLY SIGNS

- (1) A driver must not drive in an emergency stopping lane unless:
 - (a) the driver needs to drive in the emergency stopping lane to avoid a collision, to stop in the lane, or because the driver's vehicle is disabled; or
 - (b) the driver is permitted to drive in the emergency stopping lane under another law of this jurisdiction.

Offence provision

- (2) This rule does not apply to the rider of a bicycle.

Note: If a "no bicycles" sign applies in the stopping lane, the rider must not ride in the lane - see rule 252.

B e t t e r

Making Cycling Better

Major Projects

Chatswood to Gladesville

Carolyn New

Another northern regional route from BikePlan 2010 has hit the starting blocks. Dick van den Dool from Jamieson Foley has been engaged for the concept design for the Chatswood to Gladesville Regional Route. Dick met with Willoughby, Lane Cove, Hunters Hill and Canada Bay Council Bicycle Committees prior to Christmas. He has selected two possible routes and has set up a survey of these alternatives with local cyclists in February. Work on this design finishes by end March.

Lane Cove Tunnel Project

Carolyn New and Doug Stewart

Bike North is working co-operatively with Bicycle New South Wales and Russ Webber from the North Shore Bicycle Group to try to ameliorate the worst effects during construction of the Lane Cove Tunnel Project and achieve the best outcomes for the eventual

cycle facilities. Unfortunately we are not always successful, but then sometimes we can also be pleasantly surprised.

CONSTRUCTION ISSUES

Not satisfied with removing the Gore Hill Freeway (GHF) shoulders, the contractors (TJH) barricaded our excellent shoulder facility on the Warringah Freeway under Falcon St. Unlike the GHF, they haven't even made any attempt to warn cyclists or suggest alternative routes (not that they did that well for the GHF anyway!). We took this issue to TJH and within a few hours we had our response. It was done wrong!!

Hopefully by the time you are reading this, 1.5 metre space will be provided between the face of the jersey barrier and the lane edge line. Not as good as before, but enough to let them get on with widening the bridge abutments and for us to safely pass by.

Over on Epping Road, west of the Lane Cove River, cycling conditions had also been made even more dangerous by installation of jersey barriers. We have been advised that there is pedestrian / cyclist access on the other side of the barriers, some of it on the original road pavement. There is some netting separation with some from the

construction site and some surface problems so care should definitely be taken but it may be a useful link for some, until the final shared path is built.

Gore Hill Cycleway

As we go to print, we are still awaiting response from the RTA regarding selection of the route through Naremburn. Most of the options presented do not address the major issue of the poor grades at Flat Rock Gully. Cyclists will have to descend and climb out of Flat Rock Gully rather than ride along freeway grade. We haven't given up on that one yet, recommending a solution that hangs from the widened viaduct.

Epping Road Cycleway

This major project includes an off-road cycleway along the southern side of Epping from the Lane Cove River westwards and upwards to Wicks Road. This is an area where there is no facility on-road or off road at present, and will become a key link.

Recently, Ryde advocates Doug Stewart and Graeme Woodward joined with the rest of the Lane Cove Tunnel Bicycle Group to meet with the RTA and Project Managers to get the best possible outcomes in a typically difficult situation.

Unfortunately the "almost final design" we were recently presented with doesn't quite match up to our hopes and recommendations. The consultation process on the Ryde end has not been really satisfactory and the window for comment typically minute.

The current plan in the Ryde area is for a 4m wide path with 2.8m for cyclists and 1.2m for pedestrians. Given the likelihood that pedestrians won't stay within 1.2m we are discussing whether the path should be 2m each way for all path users. However most discussion centres on the treatment of intersections to try to get direct, quick and safe crossings of roads.

We also need good links to the M2 motorway but are concerned that the Lane Cove Tunnel project team seem to be planning for the situation where cyclists are taken off the M2 in the section east of the toll plaza! We need to do more work in this area.

What's Happening Locally

HORNSBY

Kevin Mason and John McGregor

Hornsby Bicycle and Pedestrian officer Jennai Davies has been working on the Bike Map. Apart from the usual signed routes and useful cycling routes, this map should also show unsealed bush tracks that can be cycled in Hornsby. We hope to have a copy for comment soon.

The major works this year will be the Pembroke St connection from Epping to Marsfield. This should be finished by the end of the financial

year. Next priority is Bellamy Street in Pennant Hills. This provides an extension of the Timbarra Cycleway with access to a number of schools, including Pennant Hills High. Ballamy Street is also part of a proposed local streets bicycle route from Pennant Hills to Hornsby. This route is our first priority for a saddle survey to test out the Bike Plan and make our recommendations.

Hornsby has a very large geographical area and we need help from people all over. Who knows your local area best? That's you.

KU-RING-GAI

Hette Mollema

The Bike North advocacy team for Ku-Ring-Gai has done a plan for cycling facilities in the Council area in 2004. Each desired need had a priority attached, from Highest to Unranked. Standing out from the list was the urgent need to improve the cycling facilities along Kissing Point Road in Turramurra.

It received the Highest Priority along with the need for publicity on the Council website and in the form of a cycling map.

We understand that Council has applied for funding in 2005/2006 to repair the shoulders on Kissing Point Road from Catalpa Crescent to Wattle Street near the Primary School.

The section from Catalpa Crescent to the Pacific Highway is fraught with problems and has been the subject of numerous discussions. The difficulties faced are:

- Narrow road easement in the S-bend at the steep section.
- Steepness of the terrain.
- Commuter parking from Rast Bros nursery to the S-bend.
- Relative high speed of descending traffic despite speed restrictions.
- Wide range of cycling skills from road-warrior to children.

The advocacy group invites members to offer practical solutions, suggestions or ideas for this part of the route or alternate routes to be considered. Please forward them to kuringgai@bikenorth.org.au

MOSMAN

Alan Phillips and Carolyn New

Mosman's Bike Plan is now complete and hopefully soon will be on public exhibition. It proposes a five year plan of works, parking, signing and promotion that should make a big difference to cycling around Mosman. The works plan focuses on addressing priority items such as key links to adjoining local government areas near the Spit and at Wyong Road, North Sydney. Other priority items include critical links at Parriwi Road and on the Beauty Point / Pearl Bay route. The plan also recommends the establishment of a steering committee to guide the implementation of this plan.

The next major step will be to gain agreement from council to approve this committee and to ensure that each year Mosplan includes a modest allocation for works of somewhat less than \$50,000.

Has construction activity on the Lane Cove Tunnel Project impacted on how you cycle to work?

Do you or someone you know now leave the bike at home and take the car, or public transport. If so, please let us know. Email lct@bikenorth.org.au or write Bike North LCT Project, PO Box 719, Gladesville NSW 1675.

NORTH SYDNEY

Carolyn New

North Sydney Council has produced a draft design for the route from North Sydney to Cremorne via Bent and Yeo Streets. This is to be built by the end of this financial year. Its very hilly but once the contra flow lanes are completed, it will provide a low stress alternative to Military Road that is guaranteed to lift your fitness levels!

Council is also developing their bicycling web page and plan to issue a Bike Map by Bike Week this year, including the new route. The great news is a much of the work created by our Ryde group for their map will be also incorporated into the North Sydney web and map.

RYDE

Doug Stewart

The Christmas period was a bit slow for Bike North advocacy with all the other interruptions of the season, however the need for advocacy didn't slow down.

The biggest issue is the Lane Cove Tunnel Project, although that is reported separately.

As previously reported, the major co-funded Council/RTA project is the extension of the Shrimptons Ck cycleway through Santa Rosa Park. The north entry will be opposite Patricia St and through the informal car park. The path will then pass along the far western (high) side of Santa Rosa Park near the property boundaries. The path will join Quarry Road along the Sydney Water easement. The easement continues south and this is the route for next financial year. This project will be finished by June, the end of this financial year.

The south-bound shoulder on Culloden Road, from Talavera to Waterloo, will have been completed by the time we go to print. Also some centrelines have been painted on various cyclepaths and many bollards have had reflective material added to them.

An off-road cycle path has also been constructed along the foreshore park in Putney to the west of Ryde road bridge. This path will eventually carry on to Kissing Point. Take care at the eastern end where a new roundabout has been built.

The Ryde Cycling Map is still available from Libraries, Bike Shops and

Council Offices and I encourage everyone to pick one up. The map is the most detailed map available and we are pleased that it is being used as a model for other areas in Sydney.

The Ryde Working Group continues to meet on the second Tuesday of each month. The next two meetings will be 8 March and 12 April at the Eastwood Womens Rest Centre at 7:30pm. We'd like you to join in and help with our work. Contact Doug Stewart (9887 1478) or Graeme Woodward (9617 0772) or ryde@bikenorth.org.au

LOCAL WORKGROUPS

Council	Email Address	Contact name	Phone No
Ryde	ryde@bikenorth.org.au	Doug Stewart	9887 1478
		Graeme Woodward	9617 0772
Ku-ring-ai	kuringgai@bikenorth.org.au	Hette Mollema	9144 7880
		John Watts	9144 7656
Hornsby	hornsby@bikenorth.org.au	Kevin Mason	9868 2904
		John McGregor	9489-6474
Hunters Hill	hhill@bikenorth.org.au	Alister Sharp	9879 3664
Willoughby	willoughby@bikenorth.org.au	Carolyn New	9438 1903
North Sydney	north_sydney@bikenorth.org.au	Carolyn New	9438 1903
Mosman	mosman@bikenorth.org.au	Alan Phillips	9969-4209
		Carolyn New	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 (ph) 9438-1903 or email carolynn@ihug.com.au

WILLOUGHBY

Carolyn New

The West St steps are no more. Council's major project for this year is complete and now it's a smooth run through from Cammeray to Naremburn and the cycleways of Willoughby/Artarmon. Congratulations to council for a job well considered and implemented.

What is advocacy?

Carolyn New

What is advocacy? How long is a piece of string? Should we set boundaries?

The word advocacy means 'to plead, to speak on behalf of, to defend, to recommend publicly'. A great many activities that Bike North and its members do can be considered a form of advocacy.

The simple act of riding your bike is your public recommendation that cycling is normal and an activity that anyone like you could do.

Individually, each person who rides sends a message by their physical presence on their bike and by your reputation within your community. Collectively, you demonstrate the increasing popularity and normalcy of cycling, demonstrate that government policies to encourage cycling are really working and visually plead the case for a better deal for an increasing percentage of the population. So when you ride your bike, not only are you happier, fitter and healthier, you can also consider it your personal act of advocacy.

Of course it's far better if you can encourage more people to ride. It is one thing to spark interest by example, but it often takes a little more to convince the cautious Sydneysider who thinks you are very brave or simply crazy. It does take more than just riding a bike to encourage other people to ride - but it can be done. **If everyone who rode, personally encouraged one more person to ride each month, it would make a huge difference in our collective presence on our bikes.**

How to do that? Simple, invite them on a Bike North ride, hand them a bike map, lend them your old bike, mind the kids while your partner tries out an easy ride, offer to buddy your colleagues on a ride to work, pass on your wealth of knowledge and experience ... the list is endless.

Bike North is an organisation which is committed to bicycle advocacy. We are dedicated to working toward a vision where a majority of people believe they can realistically chose the option to ride for transport and/or recreation. Any activity we do which encourages more people to ride (or to ride more often) is advocacy, whether it's running a Bike North ride, manning a stall at a fair, running a skills day, documenting a ride on the web for anyone to ride, editing an article on 'Commute by Bike' for Chain Mail or working with a local council for a network of signed bicycle routes.

At Bike North we believe we are at 'best practice' level in running rides and that we are effective at encouraging an increasing number of people from all over Sydney to ride for recreation and/or transport. Riding as a recreational activity is important in its own right, but also because it helps people gain the skills, knowledge and confidence needed to use cycling for other purposes. So, the Bike North's rides program is one of our most important assets. Which also provides a model for others to follow.

We also engage in more formal aspects of advocacy, working with at least seven north-side councils. We are very pleased to be able to say that this financial year every one of those councils has a program of works to expand their network of cycleways. Some of those councils

have also become quite proactive in addressing cycling issues when responding to broader community demands for traffic calming and the like.

Real cycling issues are starting to be recognised in road safety programs, rather than merely stating the obligatory 'enforcing helmet use'. We have worked with Ryde Council to create a map of the local area which we believe will be far more useful to local cyclists in the area than anything produced before. We are using this format in our work with other council areas - working towards a common standard throughout Northern Sydney.

The future is also extremely exciting. Over the next three or so years we expect four new regional cycling routes to be funded by the RTA and built in our area (Harbour Bridge to Chatswood, Harbour Bridge to North Ryde, Chatswood to Gladesville and Eastwood to Concord). The time and effort needed to participate in the consultation during the conceptual and design phases of these projects has already tested our resources severely, as this is over and above our work with council.

We always need more people to assist with our activities. We welcome help. Bike North members can always help by responding to our requests in BN News to write a letter or email.

The way to get more active is generally through your local workgroup. Talk to your local convenor or come talk to me, and remember to be persistent. We are all volunteers and all very busy.

Bike North also have had an overall advocacy workgroup which was composed of the local convenors. This year we are changing this format, scaling back to a small working group for policy, procedures and guidelines, hence releasing our convenors to concentrate on their local areas. Scaling up for e-mail communication and discussion to anyone who is interested in doing advocacy. The larger group will be invited to two half day workshops in the year. If you are interested in being part of this larger group, contact me.

And that barely scratches the surface for what we could do. **What can you do to help Bike North's advocacy activities?**

An example of the need for good cycling policy is the recently issued monograph on Cycle Safety by the Australian Transport Safety Bureau. This monograph could have been an extremely negative document promoted in the media as another reason why we must get those cyclists off roads.

Instead, it starts off saying that 'cycling is an important form of transport and recreation for many Australians' and includes statements of support, 'the overall community benefits gained from regular cycling are likely to outweigh the loss of life through cycling accidents'. The study references relevant documents and studies including one recent study that found that increasing the number of people cycling actually leads to a reduction in the rate of deaths and serious injury.

This approach owes much to the work of cycling advocates. It couldn't have happened without some advocate nagging away to make it so - either directly or by influencing and educating the culture within the Australian Transport Safety Bureau.

See for yourself at the following links: – Australian Transport Safety Web page: <http://www.atsb.gov.au/road/mgraph/mgraph17/index.cfm>

Media Release from Jim Lloyd: http://www.ministers.dotars.gov.au/jll/releases/2004/December/l60_2004.htm

and as reported in the Australian: http://www.theaustralian.news.com.au/common/story_page/0,5744,11627517%255E1702,00.html

For the recent study showing that an increase in the number of cyclists was associated with a reduction in the rate of deaths and serious injuries: Jacobsen, P. Safety in numbers: more walkers and bicyclists, safer walking and bicycling,

http://ip.bmjournals.com/cgi/search?andorexactfulltext=and&resourcetype=1&disp_type=&sortspec=relevance&author1=jacobsen&fulltext=&volume=9&firstpage=

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.

APRIL

Date: Sat 2 & Sun 3/04/2005
Ride Leaders Training Weekend. No scheduled BN rides this weekend

Date: Sat 09/04/2005
Ride: Meadowbank to Bobbo
Grade: Medium, BNSW Grade: OHT Distance: 50

Contact: Doug Stewart, 9887 1478
Starts at: 08:00. Meadowbank Wharf. Medium, hilly ride via Eastwood, Browns Waterhole, Turramurra, & Bobbin Head. Coffee and return. Long climbs and descents.

Date: Sat 09/04/2005
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: Sat 09/04/2005
Ride: Marramarra Meander by MTB
Grade: Easy, BNSW Grade: ESMU Distance: 15

Contact: Pam and Col Kendrick, 9872 2583
Starts at: 08:30. End of Bloodwood Rd Fiddletown. Easy MTB ride along Cobah Ridge fire trail in Marramarra NP. Slow pace, suit beginners. Coffee after ride at Arcadia

WHAT TO BRING ON RIDES:

- your bike should be in good working order
- SAA approved cycle helmet
- water – 1 litre per hour
- snacks, money
- puncture repair kit, spare tube, and pump
- for night rides have lights fitted and batteries charged

Date: Sun 10/04/2005
Ride: Western Wander
Grade: Medium, BNSW Grade: OPW Distance: 70

Contact: Eric Middleton, 9958 2546
Starts at: 07:30. Meadowbank wharf. Medium but relaxed paced ride via M4 c/p & Rail Trail to explore Prospect's canal routes. Coffee at Abbotsbury.

Date: Sun 10/04/2005
Ride: Chipping Norton Caper
Grade: Medium Hard, BNSW Grade: TPW Distance: 80

Contact: Kevin Mason, 9868 2904
Starts at: 07:30. Meadowbank wharf. Med/hard trip to Liverpool via M4, Duck R c/ps, aerodrome & Chipping Norton Lake. Return via Tway c/p. Short dirt sections. Av spd 20+kph.

Date: Sun 10/04/2005
Ride: Duffys Forest Loop
Grade: Easy Medium, BNSW Grade: OTW Distance: 35

Contact: Ian Houghton, 9440 0467
Starts at: 07:30. St Ives Car Pk Mona Vale Rd opp Stanley St. Easy/med ride to Waratah Park, passing through undulating country roads of Terrey Hills & Duffy's Forest.

Date: Sat 16/04/2005
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 via Webbs Ck ferry to St Albans for coffee. Return on other side of river to ferry. 50% dirt road, hybrid & MTB only.

Date: Sun 17/04/2005
Ride: Chester Hill Circuit
Grade: M, BNSW Grade: OTWX Distance: 50

Contact: Col Lambert, 9637 0746
Starts at: 07:30. Meadowbank wharf. Medium ride via Silverwater br & Granville. Stretch out to Chester Hill, then back to Parramatta for coffee. Return via M4 c/p.

Date: Sun 17/04/2005 **BNCC TRAINING**
Ride: The Gorge and Berowra Tortoise
Grade: Medium, BNSW Grade: OHX Distance: 45

Contact: Carolyn New, 9438 1903
Starts at: 07:30. Hornsby stn west. Med/hard ride through Galston Gorge, rural Arcadia & on to scenic Berowra Waters. After coffee, ride via Berowra & Pac. Hwy to Hornsby

Date: Sun 17/04/2005 **BNCC TRAINING**
Ride: The Gorge and Berowra Hare
Grade: Medium Hard, BNSW Grade: FHX Distance: 45

Contact: Keith and Fran Griffin, 9614 0777
Starts at: 08:00. Hornsby stn west. Med/hard ride through Galston Gorge, rural Arcadia & on to scenic Berowra Waters. After coffee, ride via Berowra & Pac. Hwy to Hornsby

Date: Sat 23/04/2005
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 brisk pace via M4 c/p and railtrail to Mirambeena Res, to Prospect Res canal routes with coffee at Abbotsbury.

Date: Sun 24/04/2005 **BNCC TRAINING**
Ride: Akuna Bay and Church Point Hare
Grade: Hard, BNSW Grade: FHX Distance: 80

Contact: Doug Stewart, 9887 1478
Starts at: 07:30. Eastwood Stn east. Hard, hilly ride via de Burghs Br, Pymble, Terrey Hills, Akuna Bay, Church Pt (coffee). Return via Turramurra. Brisk pace.

Date: Sun 24/04/2005 **BNCC TRAINING**
Ride: Akuna Bay Tortoise
Grade: Medium, BNSW Grade: OTH Distance: 40

Contact: Carolyn New, 9438 1903
Starts at: 07:30. Car park, Mona Vale Rd opp Stanley St St Ives. Med loop to Akuna Bay for coffee, then tackle the two big hills to work off morning tea.

Date: Sun 24/04/2005
Ride: Exploring Castle Hill
Grade: EM, BNSW Grade: PST Distance: 25

Contact: Pam and Col Kendrick, 9872 2583
Starts at: 08:00. Car park Mileham Av Castle Hill, to left side of Baulkham Hills pool. Easy/med ride exploring Castle Hill's parks & c/ps, a short stretch on M2 & coffee.

Date: Mon 25/04/2005
Ride: Allambie Loop
Grade: M, BNSW Grade: OTH Distance: 45

Contact: Joan Kerridge, 9909 8925
Starts at: 07:30. St Leonards stn concourse. Med ride via Spit, Wakehurst Pkwy, down Allambie Hts to Pittwater Rd then Manly for coffee. Ret via Balgowlah & Cremorne.

Date: Mon 25/04/2005 **BNCC TRAINING**
Ride: Cowan Calga Tortoise
Grade: Medium Hard, BNSW Grade: OHX Distance: 60

Contact: Carolyn New, 9438 1903
Starts at: 07:40. Cowan Stn. Medium hard ride through magnificent Hawkesbury River valley on quiet roads. Return with a stop for coffee.

Date: Mon 25/04/2005 **BNCC TRAINING**
Ride: Cowan Calga Hare
Grade: Medium Hard, BNSW Grade: FHX Distance: 60

Contact: Keith and Fran Griffin, 9614 0777
Starts at: 08:00. Cowan Stn. Medium hard ride through magnificent Hawkesbury River valley on quiet roads. Return with a stop for coffee.

Date: Sat 30/04/2005
Ride: Little Italy
Grade: Medium, BNSW Grade: OT Distance: 40
Contact: Pam and Col Kendrick, 9872 2583
Starts at: 07:30. Meadowbank Wharf. Medium ride over Gladesville Br around Iron Cove to a café in Norton St Leichhardt. Return via Five Dock & Concord.

Date: Sat 30/04/2005
Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 40
Contact: Graeme Edwards, 9436 0969
Starts at: 08:00. Hornsby Station west. Ride along Old Pacific Hwy to café overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.

MAY

Date: Sat 07/05/2005
Ride: Browns, Bush and Beecroft MTB
Grade: Medium, BNSW Grade: OXHM Distance: 25
Contact: Peter Tuft, 9144 1325
Starts at: Near Browns Waterhole. Loop through the upper Lane Cove valley. Some steep & rough bits. Coffee at Beecroft. MTB or robust touring bike required. CtoC.

Date: Sat 07/05/2005
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 25
Contact: Debbie Edwards, 9436 0969
Starts at: 07:30. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.

Date: Sat 07/05/2005
Ride: Western Explorer
Grade: Medium, BNSW Grade: OP Distance: 70
Contact: Steve Hillier, 9899 5432
Starts at: 07:30. Meadowbank wharf. Medium ride via Parramatta & Canley Vale to Abbotsbury for coffee. Return via Prospect & canal routes. Brisk pace.

Date: Sun 08/05/2005
Ride: Footloose in the Foothills
Grade: medium, BNSW Grade: XTO Distance: 60
Contact: Fran Griffin, 9614 0777
Starts at: 08:30. McQuade Park, Windsor. Medium, very scenic ride through Grose Valley, Kurrajong and Freemans Reach

Date: Sun 08/05/2005
Ride: L.O.U.D. (Lakes, Ocean, Ups and Downs)
Grade: Medium Hard, BNSW Grade: HTO Distance: 60
Contact: Joan Kerridge, 9909 8925
Starts at: 07:30. St Leonards station concourse. Med/hard ride via Spit br to Manly, Collaroy Plat & Narrabeen L for coffee. Climb Wakehurst Pkwy & return across Spit br. Long hills, good fitness required.

Date: Sat 14/05/2005
Ride: Beyond Barrenjoey
Grade: Medium Hard, BNSW Grade: HTXO Distance: 60
Contact: Peter Tuft, 9144 1325
Starts at: Medium hard ride from Turrumurra via back roads to Palm Beach, ferry across Broken Bay, superb scenery around Kilcare. Train from Woy Woy. Short gravel sections. Hilly but moderate pace. CtoC

Date: Sat 14/05/2005
Ride: Meadowbank to Bobbo
Grade: Medium, BNSW Grade: OHT Distance: 50
Contact: Doug Stewart, 9887 1478
Starts at: 08:00. Meadowbank Wharf. Hilly ride via Eastwood, Browns Waterhole, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.

Date: Sun 15/05/2005
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. Ride via Willoughby to Balmoral. After coffee climb to Middle Hd then to Zoo Wharf, ferry to Quay, ret.

via Bridge, Nth Sydney & Willoughby.

Date: Sun 15/05/2005
Ride: Parramatta Park Parade
Grade: Easy Medium, BNSW Grade: PST Distance: 35
Contact: Col Lambert, 9637 0746
Starts at: 08:00. Meadowbank Wharf. Easy/med ride along the PVC to Parramatta Park. Do a lap or two of the park before coffee, then return via M4 c/p.

Date: Mon 16/05/2005
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 25
Contact: Col Kendrick, 9872 2583
Starts at: 09:00. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.

Date: Sat 21/05/2005
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 Old Pacific Hwy to café overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.

Date: Sun 22/05/2005
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: Sun 22/05/2005
Ride: Duffys Forest Loop
Grade: Easy Medium, BNSW Grade: OTW Distance: 35
Contact: Ian Houghton, 9440 0467
Starts at: 07:30. St Ives Car Pk Mona Vale Rd opp Stanley St. Easy/med ride to Waratah Park, passing through undulating country roads of Terrey Hills & Duffy's Forest.

Date: Sat 28/05/2005
Ride: Great North Road MTB
Grade: Medium Hard, BNSW Grade: OXMU Distance: 35
Contact: Kin-Yat Lo, 9980 7143
Starts at: Wisemans Ferry kiosk. Med/hard, challenging MTB ride up the historic Great North Rd, returning via Western Commission Trail. Some technical sections. CtoC

Date: Sat 28/05/2005
Ride: Bays & Foreshores
Grade: Easy Medium, BNSW Grade: PST Distance: 35
Contact: Col Kendrick, 9872 2583
Starts at: 07:30. Meadowbank Wharf. Easy/medium ride to Gladesville Bridge, then follow the bays & foreshores around to Concord for coffee.

Date: Sat 28/05/2005
Ride: Brooklyn Brunch
Grade: Hard, BNSW Grade: OTHX Distance: 90
Contact: Doug Stewart, 9887 1478
Starts at: 07:30. Eastwood stn east. Hard ride at a Medium pace to Bobbin Head, then Brooklyn for brunch. Return via Hornsby & Turrumurra. Fit, experienced riders only.

Date: Sun 29/05/2005
Ride: North Shore Olympic Grand Tour
Grade: Medium, BNSW Grade: OTW Distance: 70
Contact: Carolyn New, 9438 1903
Starts at: 07:30. Chatswood stn west (in park). Med ride at easy pace via Lane Cove NP & M2 to Eastwood, Meadowbank then across to Olympic Pk. After coffee, return via ANZAC & Harbour bridges.

Date: Sun 29/05/2005
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 c/w to Botany Bay. A refuel at our favourite cafe at Brighton, then return.