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The Editor  
 PO Box 719  
 Gladesville NSW 1675

Editor (acting): Keith Griffin  
 Design: Keith Griffin



**Halfway through the longest day**

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.

## Most Alive!



***we have all this wool, and he wears lycra... baaa-ah!!***

## More than just cycling

*Sandra Lever*

Over the Easter Long week-end, much fun was had by all the 75 cyclists who attended the Tour de Cowra.

Many new friends were made, the conversation was interesting and at times very funny and the scenery was just beautiful. Nothing beats riding on roads with hardly any traffic and lovely views of the country. The only "hazard" was sheep.

We started off with a 63 km ride with lots of moderate climbs. While apprehensive about it I chose the 141km ride (200, 95 and 60 were the other choices) on day two - the longest distance that I have ever cycled!

At the 5km mark there was a regroup and a decision was made to ride together. We cycled the remaining 136kms in a pack. I really appreciated being able to have a break from the hurricane winds for the 36kms from Eugowra to Canowindra. In addition to saving energy, riding in a pack was a great way to get to know people and we had much fun talking about various topics during the day.

The third days ride was a distance of 80kms and included a big climb up Broula Hill. My husband David, who had never ridden in a pack before, enjoyed the benefit of staying on someone's wheel.

On the last day we took took pleasure in the beauty of the scenery – the open farmlands,

cows, horses galloping along as you ride beside them and sheep being herded up the road as you are cycling through them.

In addition to the great riding, we also enjoyed the camping grounds at Cowra Van Park, the great food at the local pub and the conversation in the evenings over a cuppa. I learnt much about protein supplements which one cyclist said he was using (we all thought he should be drug tested), carbohydrates, and the need to ride more to get faster (and I thought there was an easier way to achieve this).

*Dead trees stand above the road...  
 Pedaling along without a load*

*Big vistas with open skies  
 Downhill "woo hoooo" are the cries*

*Peleton drives along the route  
 The farmer pulls up in his ute*

*Empty roads, apart from sheep  
 Time for catching up on sleep!*

*Great friendship while the pedals turn  
 Stories, lies and lots to learn*

*Food and drink consumed so well  
 Ridden off in every spell*

*We knew that we were most alive  
 At Tour de Cowra in 05*

*Doug Stewart*

# The Big Ride 2005 = lots of fun!

Gil Webster

Is this cool or not? Unpacking your bike from a cardboard box and assembling it in the car park of the highest inhabited village in Australia, then climbing about 190 metres on your bike and starting a nine day tour from the highest paved road in Australia. This is how the 2005 Big Ride began in Charlotte Pass at 1760m. The start was at the top of the main chair lift at 1950m. The peak of Mt. Kosciusko being clearly visible only nine or so kilometres away.

The first day was brilliantly clear, with traces of snow still visible on the surrounding mountains. It was a relatively short run of 40km with a drop of 900m into Jindabyne passing through Perisher on the way.

We were all pleased about the relatively easy first day as most of us had had a long trip up to Charlotte Pass that started late on the previous night. My two daughters and I caught the luxury coach from Darling Harbour at 11pm so it was a seven hour trip and then filling in time until the start at 11am. Oh what fun!

The early afternoon arrival at Jindabyne gave us plenty of time to put up our tents for the first time. The 1000 or so tents looked very impressive in the local horse paddock. Then for us it was on our bikes again, a quick dip in Lake Jindabyne and a tour of the town's shops for those items we forgot to pack.

The first night was quite an experience. After all the new routines, the tent city finally went to sleep. Not for long. One of the locals, on his merry way home from the pub quite late, took offence that his shortcut home was denied him. In the loudest of voices he proclaimed his displeasure, (the quote is not exact, as this is a family publication) "YOU LOT OF #%&^\$@! %&\$()+, thundered our man from snowy river, YOU CAN RIDE A #%&^\$@! BIKE, BUT YOU CAN'T RIDE A HORSE" This declaration was repeated with increasing vigour many times from various vantage points with minor variations, although the expletives remained a constant theme. This worthy bushman was finally persuaded to continue on his way home some other way by the night watchman. Not before the entire 1000 or so souls of the camp were wide awake with growing anticipation of what mayhem might happen next.

The weather set in during the night so the next

day the ride group was a sea of florescent yellow rain jackets as we set off for the tiny hamlet of Dalgety (Pop. 80). This was a 73 km stage. We soon found out how waterproof our tents were as a wet afternoon and night set in. This stopover gave us plenty of practice in packing wet tents, bedrolls and clothes the next morning. For most of us this stuff was not to dry out completely until the rest day in Queanbeyan.

Next day was a 90km stage over the Monaro Plains of the Great Dividing Range through Cooma and onto Bredbo (not bloody Thredbo,



as the locals say). Day 4 involved some travel on the Monaro Highway. The police Sergeant travelling with us gave us some down-to-earth advice at the evening briefing. "This is a heavy truck route so ride single file on the shoulder. You don't want a 67 ton B-double up your clacker!"



The rest day at Queanbeyan gave us the opportunity to sample Canberra's famed bike paths. The ride around Lake Burly Griffin was fabulous. I was given a bad time when I ventured off the paths onto the roads. Many drivers of Canberra's cars and trucks obviously do not like bikes on their roads.

The next day was Teams Day. Geed up by team leader Yaffa Gould, Team Bike North gave an impressive rendition of our excellent 'Anthem'

but alas, we never made the finals. The judges were obviously biased! The tune "Click go the gears – I mean, shears" will never be the same again.

At Gunning on Day 6 Michael McGirr a resident and the author of "Bypass" gave a short talk on how to turn your travel diary into a best seller. "Bypass" is a recount of his trip by bike down the length of Hume Highway. This book is great! Read it if you get the chance. The stage next day to Marulan was a gruelling 109km in 30 degree heat. We all gave ourselves a well deserved

pat-on-the-back for struggling through—quietly proud of our achievement.

Fast forward now to the last two days of the ride through the Southern Highlands to Kiama. True-to-form a thick fog covered most of the highlands and the magnificent scenery was shrouded in mist. Fortunately on the last day—a short 36km ride—the fog lifted and we enjoyed a 12 km, 780m descent down the Jamberoo Pass. This was exhilaration at the maximum! The pass was blocked off for normal traffic and we were batched into four groups to make the descent.

There was a regrouping just outside the Kiama town centre and then the triumphal massed entry into the centre of town and then through to the foreshore. The whole town plus tourists turned out in the bright sun to greet us; we all felt very proud—what a

magnificent way to end a great bike tour.

For those who are thinking of going next year some advice from 'Debbie', the camp 'mother'. (Debbie is a bloke by the way). "For training for next year; put on some smelly clothes; roll around on newly cut grass under a sprinkler. And for good measure, before going to the loo, just stand outside the bathroom door for 15 minutes. This will get you used to the queues."

# Better

## Making Cycling Better

### What's Happening Locally

#### HORNSBY

*Kevin Mason, John MacGregor*

Kevin Mason has announced that he and June are taking off in July for two years travel and he will need to step down from his many activities during this period. In particular Kevin will be unable to continue as Convenor of the Hornsby Workgroup. Many thanks are due to Kevin for the constant contribution he has made for many years. Thank you Kevin and enjoy your well deserved travels with June!

Street, Pennant Hills from the Timbarra Cycleway, with an off road shared path between Stevens and Thorn Streets. This will be a useful connection to the quieter roads that access Pennant Hills High School.

Planning is also underway to install bicycle parking racks in various locations around the Hornsby Shire.

#### KU-RING-GAI

*Hette Mollema*

The St Ives to Gordon Station bicycle route received funding from the RTA for this financial year and work must commence

bollards, lacking or non-compliant kerb ramps (there should be no lip) on designated cycleways, missing or faded line marking and logo signs on pavements is especially needed for this review. We also welcome advice of any cycle hazard you notice in the Ryde area.

#### WILLOUGHBY

*Carolyn New*

Council has developed plans for connecting the bicycle route along Johnson Street to the Chatswood CBD. The route will be signposted via Claude and Spring Streets, with one way shared pathways provided alongside the car park entrance/exits. A bicycle excepted sign will allow the right hand turn into Victoria Ave. This should be completed by the end of June 2005.

#### MOSMAN

*Alan Phillips and Carolyn New*

The good news is that Mosman Council at its meeting on Monday April 4th recommended adoption of the Draft Bicycle Strategy 2005-2010, including adoption of the strategy of formation of a bicycle steering group and provision of \$220,000 over 5 years (\$45,000 per year) for the implementation of the Bike Plan.

The bad news is that despite this, the forward estimates for Mosplan budget 2005/2006 are NOT commensurate with the Bicycle Strategy requirements. This may have been due to a misunderstanding by council officers, but as we write they appear reluctant to remedy the situation and the councillors who will be voting on the budget appear reluctant to go against the council officers recommendations.

#### NORTH SYDNEY

*Carolyn New*

The first meeting of the North Sydney Bicycle Workgroup was held on Monday March 21st and was well attended. There was general agreement as to the unfriendly nature of the route from the Harbour Bridge cycleway to and through North Sydney for cyclists due to high traffic volume, motorist

#### 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 9438 1903 or email carolynn@iinet.net.au

Work on the Pembroke St access from Epping to the Lane Cove River is due to commence in May. Once completed this will provide connection to the Ryde cycleway network via the narrow footpath on the Epping Road bridge. The next step is to gain support from both Hornsby and Ryde Councils to make representation to the RTA for the upgrade of this bridge footpath to shared path status.

This year Council is also providing a signed bicycle route along the quiet end of Bellamy

soon. It is a fairly hilly route and council is keen to avoid routing it through areas which could require a development application or engender resident protest.

#### RYDE

*Doug Stewart, Graeme Woodward*

We are conducting a review of inadequate cycle facilities and hazards to be reported back to Council for rectification. Your local knowledge about poorly placed and inadequately marked (non compliant)

attitudes, traffic congestion and geography. Nevertheless cycling is on the increase in the area with a 119% increase in cycle to work between 1996 and 2001 census and local bike shops reporting booming trade, so the demand is there.

As a result of the meeting we have requested that council:

- consider short term measures (such as green paint on intersections, more and bigger bicycle logos on the road, contra flow lanes on one way streets, extending low speed limit areas, bike lanes on the highway) to increase awareness of cycling and assist access.
- initiate a study of options for a high quality, off road and grade separated regional route directly from the Harbour Bridge cycleway to Ernest St, North Sydney, in preference to the mediocre plans already in place. Council is already lobbying the RTA for a continuous shared pedestrian / cycling bridge over the Warringah Freeway and underpasses of Falcon/Ernest Streets as redress for discontinuities created by the Lane Cove Tunnel project at Falcon Street and these could form part of any potential high quality route.

There was further discussion at the Bicycle Sub-committee meeting and council has agreed to request funding from the RTA for such a study. They are also examining the short term options. Council have agreed that faded bicycle logos would be replaced under a maintenance program and will respond to any advice you can give about specific logos that need maintaining.

Council is also developing a new North Sydney CBD Strategy and Traffic Management Plan in response to traffic usage changes anticipated when the Falcon Street on-ramps are complete. If the RTA approves their plans, traffic will be directed around the CBD, greatly reducing traffic on local streets such as Miller, Walker, Berry. This offers hope for more bicycle friendly streets within the North Sydney CBD in the future.

The working group will be meeting again in June. Contact Carolyn for further details.

The Ellalong Road / Lodge Street road closure in Cremorne is a continuing painful

saga. Local residents want full barriers in place so that cyclists must dismount and are unwilling to compromise. We believe that continuous access along the main North Sydney to Mosman Bicycle Route is essential and that the only reasonable solution is a new pathway through the closure away from residences and the children's playground as identified in the Bike Plan. Council are very sympathetic to cyclists needs on this route and to date the issue of continuity of access to postie scooters has allowed time to examine alternatives. But residents groups in North Sydney are extremely powerful and we fear they may eventually force Council's hand.

## Regional Projects

### LANE COVE TUNNEL PROJECT

Works for this road project and are now underway and include some infrastructure necessary for our eventual cycleway alongside the Gore Hill Freeway. Now under construction is the reputedly \$4 million tunnel under Reserve Road, also the zig zag structure that will eventually provide access to the Pacific Highway.

Cycle access at the Mowbray / Epping Road intersection is changing. Major realignment and rearrangement of this intersection (for the tunnel dive) requires closure of the pedestrian underpass and replacement with a signalised pedestrian crossing. These works have also cut footpath access at the approach to Epping Road and a detour is in operation.

There has been no further advice regarding previously reported issues. While we have been informed a decision has been made regarding the Naremburn options, our information is that the advising letter remains unsigned on the Ministers desk. While we have finally received outstanding minutes from the consortium from our bicycle meetings, they are still considering the issues we have raised regarding the Epping Road cycleway.

Attempts to include a shared pedestrian / cycle bridge across the Warringah Freeway to redress the discontinuities that will be created by the Falcon Street ramps have failed as part of this project, although the RTA has still left the door open for future access.

The consortium maintains a website at [www.lanecovetunnelproject.com.au](http://www.lanecovetunnelproject.com.au)

### **EPPING TO CHATSWOOD RAIL LINE - CHATSWOOD TRANSPORT INTERCHANGE**

Proposals for the redevelopment of the Chatswood Station and Transport Interchange as a result of the Epping Chatswood Rail Link are now advanced. Drawings produced for consultation with the local bicycle committee do show provision for the proposed regional bicycle route along the western side of the railway line between the station and Albert Street with a contra flow lane along Thomas Lane. There are issues of narrowness, future traffic flow from the development and pedestrian and access to a bicycle storage area. There has been no solution to how we will cross Albert Street where we have requested a grade separated crossing. No provision for level east west access has been made. This development will go on public exhibition soon.

As part of the Epping to Chatswood Rail Line works, Frank Channon Walk alongside the railway south of the station has been closed between Albert Street and Nelson Street and will be replaced by a wide shared pathway which will also form part of the regional bicycle route.

Transport Infrastructure Development Corporation maintains a website at [www.tidc.nsw.gov.au](http://www.tidc.nsw.gov.au)

### **M2**

We understand that while the Hills Motorway has proposed to remove cyclists from the M2 so as to provide more road capacity for motorised traffic, the RTA will not allow this until a facility of equal or better standard is available for cyclists. For example they would expect cyclists to be provided an equivalent grade route to the tunnel at Epping. The Hills group is aware of the RTA position. While this would not be cheap, it might be a small price for them to pay to allow this increase to their revenue.

# e v e n t s

## Events

### Diary Dates

#### **Bike North Executive meetings:**

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:**

10 May 2005 (Tuesday) – Ryde WG

14 June 2005 (Tuesday) – Ryde WG

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

## Book Review

### The Dancing Chain: History and Development of the Derailleur Bicycle By Frank Berto

*Reviewed by Gil Webster*

At high school my bike was single-speed with 'back-pedal' or coaster brake. I dreamed of having a Sturmy-Archer three speed hub gear like the 'rich kids' bikes. What bliss! If I was in France, I most likely would have dreamed of a five speed derailleur. Why did the British adopt the hub gear and the French the derailleur? Was it because the British like the idea of the gear mechanism neatly tucked away, and the French were happy to have it 'all hang out', or was it the differing terrains of the two countries? And what were the Americans doing with bikes during the 60's and 70's?

In The Dancing Chain Frank Berto (and contributing authors) answer all these questions and a lot more. It must be not only the definitive book on the development of geared bicycles, but also of the history of the bicycle. This book is a treasure trove of facts, stories and technical information about bikes, cyclists, cycling events and the personalities that weave in and out of the history of the bicycle. A technical chapter also explains in intricate detail how the modern Derailleur actually works.

This is a large folio sized book, beautifully designed and produced in hardcover. It is profusely illustrated and full of fascinating information on the development of derailleur gearing and the modern bicycle. It is a pleasure to hold and read and must surely become an instant classic.

I bought my copy from Amazon.com. It cost me \$45.20 AUD plus freight.

## So long, and thanks for all the Chain Mail

Catherine Stuart has been editing Chain Mail since edition N°24, October 2002. She has decided its time for a Chainge after spending so much of her time writing, editing, coercing and organising for Chain Mail. The job of Chain Mail editor is pivotal to Bike North as it is one of the main communication links among the members and committees, and importantly to the outside world.

Bike North thanks Catherine for her excellent work and of course we will be seeing her here and there: on the cycle routes of Sydney and other places in the future.

### **NEW TEAM**

"So...?" you ask, "What about the next Chain Mail?" Well, the Executive committee has begun assembling a new editorial team which will take the reins for the next edition. You'll have to wait until then to find out all about it! We can always use more people on the team so if you are interested in helping please contact Keith Griffin (communications@bikenorth.org.au, 0414 187 427).

### **"...AND HOW ABOUT THE PRODUCTION?"**

As it happens, Keith, (that's me), is also looking to take a break from the production job with Chain Mail, having now done that since edition N°11, May 2000. This job could be handled by anyone with a good eye for layout and a little time every couple of months to put it all together, and send it to the printer. If you are interested please contact me!

*Keith Griffin*  
Communications Officer

t r a n s p o r t

# Cycling for transport

## Getting Ready to Give Commuting a Go

Catherine Stuart

Is cycling to work something you've thought about, but never actually been able to put into practice?

As an idea it makes a lot sense. It offers:

- guaranteed daily exercise
- one less car on the road (or body on the bus/train)
- all the fun of cycling

But then all the practical questions arise:

- what will I wear?
- where will I park my bike?
- what if it rains?
- will it take too long?

There is no 'one size fits all' answer to any these questions. Just as with other forms of transport, the option that works for you will be a combination of understanding the resources available and your personal preferences.

Think back to your first week at your current workplace. Remember all that time you spent researching how to get there, testing different options and refining your routine?

To get an idea about what some of your commuting-by-bike options might be (and to generally bolster your enthusiasm) try visiting some of the web references below as a starting point. Information targeted to employers is especially useful – this is where you will find the best ideas for getting a pro-cycling culture in your workplace.

### **Bike North:**

[bikenorth.org.au/cycling/](http://bikenorth.org.au/cycling/)

Information and options for dressing to commute by bicycle.

### **NSW Roads and Traffic Authority:**

Cycle to work brochures – a guide for employees and employers. These two brochures outline the benefits of cycling to work for both employees and employers.

[www.rta.nsw.gov.au/trafficinformation/downloads/cycle\\_to\\_work\\_brochure\\_d11.html?plid=23](http://www.rta.nsw.gov.au/trafficinformation/downloads/cycle_to_work_brochure_d11.html?plid=23)

### **TravelSmart:**

Concisely presented information about the benefits of cycling to work, promoting cycling in the workplace, and securely parking your bike.

[www.travelsmart.gov.au/employers/cycle.html](http://www.travelsmart.gov.au/employers/cycle.html)

Case studies illustrating strategies used by various European employers to successfully promote cycling to work.

[www.travelsmart.gov.au/employers/case.html](http://www.travelsmart.gov.au/employers/case.html)

### **Bicycle Victoria:**

Summary information on commuter cycling and heaps of useful links for finding out more. Some of the info is very Melbourne specific but still well worth a look.

[www.bv.com.au/Content/NavigationMenu/Cycling\\_Q\\_and\\_A/Commuter\\_cycling/Default408.htm](http://www.bv.com.au/Content/NavigationMenu/Cycling_Q_and_A/Commuter_cycling/Default408.htm)

### **Queensland Department of Transport:**

Answers to the main questions asked by would-be bicycle commuters

[www.transport.qld.gov.au/qt/driver.nsf/index/cyc\\_bug\\_commutingInformation](http://www.transport.qld.gov.au/qt/driver.nsf/index/cyc_bug_commutingInformation) for employers interested in promoting cycling to the workplace.

[www.transport.qld.gov.au/qt/driver.nsf/index/cyc\\_res\\_workplaces](http://www.transport.qld.gov.au/qt/driver.nsf/index/cyc_res_workplaces)

## Congratulations to Logo Competition Winners

The committee received several inventive entries to the logo competition. Rick Mockridge and Steve Hillier each presented excellent ideas and for their efforts each receives a bicycle lighting kit worth \$100.

The committee decided that there would be no change to the current Bike North Logo.

## Did You Know?



The eruption of Mount Tambora

in Indonesia in 1815 prompted the invention of the draisine—the precursor to the modern bicycle. This eruption caused widespread crop failure in Europe the following year due to climate change. The price of oats and hay soared and horses were slaughtered to save costs and for food. Karl Drais's invention was intended to replace horses for some tasks. It was the first vehicle to use the key principle of modern bicycles: balance, a revolutionary concept at the time. The draisine or velocipede as it was known in France weighed in at just 20 kilograms and could cover 50km in four hours.

[ref: New Scientist 29/1/05 page 48]

**Note: All ride participants are asked to arrive ten minutes before the designated ride start time to get ready (bikes out of cars, get dressed, check tyres etc, etc.) and to allow time to sign on.**

### JUNE

**Date:** Sat 04/06/2005  
**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. Return a different way.

**Date:** Sat 04/06/2005  
**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, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.

**Date:** Sun 05/06/2005  
**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.

#### 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 05/06/2005  
**Ride:** Chatswood to the Surf  
**Grade:** Medium, BNSW Grade: SWPH Distance: 40  
**Contact:** Carolyn New, 9438 1903  
**Starts at:** 07:30. Chatswood Stn west. Medium ride via The Spit, Seaforth & Queenscliff, then Manly for coffee & ret. A few hills, pace easy, quiet roads.

**Date:** Sat 11/06/2005  
**Ride:** Cowan to Peats Ridge  
**Grade:** Hard, BNSW Grade: FHX Distance: 90  
**Contact:** Dennis Carberry, 9489 1716  
**Starts at:** 07:45. Cowan stn. Hard ride via Hawkesbury bridge to Peats Ridge. Coffee at 'Pie' on return leg.

**Date:** Sun 12/06/2005  
**Ride:** Balmain Greenwich Special  
**Grade:** Easy Medium, BNSW Grade: STH Distance: 35  
**Contact:** Carolyn New, 9438 1903  
**Starts at:** St Leonards stn concourse. Easy/med ride via City to Balmain for coffee. Explore Birchgrove, ferry to Greenwich for return via Wollstonecraft. CtoC

**Date:** Sun 12/06/2005  
**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:** Sun 12/06/2005  
**Ride:** Northern Beaches and Back Roads  
**Grade:** Medium Hard, BNSW Grade: FHXT Distance: 78  
**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:** Mon 13/06/2005  
**Ride:** There and Back  
**Grade:** Medium, BNSW Grade: OTH Distance: 55  
**Contact:** Joan Kerridge, 9909 8925  
**Starts at:** 07:30. St Leonards stn concourse. Medium ride via Spit Br, Wakehurst Pkwy, Forest Way and Mona Vale Rd for coffee at a nursery cafe and return.

**Date:** Sat 18/06/2005  
**Ride:** Chester Hill Circuit  
**Grade:** Medium, BNSW Grade: OTWX Distance: 50  
**Contact:** Col Lambert, 9637 0746  
**Starts at:** 08:00. 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:** Sat 18/06/2005  
**Ride:** Akuna Bay and Church Point  
**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 Turrumurra. Brisk pace.

**Date:** Sun 19/06/2005  
**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 19/06/2005  
**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:** Sat 25/06/2005  
**Ride:** Wend Your Way to Wyong  
**Grade:** Medium Hard, BNSW Grade: OH Distance: 75  
**Contact:** Peter Tuft, 9144 1325  
**Starts at:** 07:45. Berowra stn. Medium hard ride at a moderate pace to Wyong via Peats Ridge and Yarramalong. Return by train.

**Date:** Sat 25/06/2005  
**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:** Sun 26/06/2005  
**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.

### JULY

*The rides programme for July is smaller than usual as at least five of the ride leaders will be away during the month, so now is the time to get out and do some new rides, plan a new route with a friend, or find that elusive best route. Then, armed with your new route, perhaps you could think about becoming a Bike North Ride Leader and share your new best ride with all the members.*

**Date:** Sat 02/07/2005  
**Ride:** Beyond Barrenjoey  
**Grade:** Medium Hard, BNSW Grade: OTXH Distance: 60  
**Contact:** Peter Tuft, 9144 1325  
**Starts at:** Medium hard ride from Turramurra 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 09/07/2005  
**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 10/07/2005  
**Ride:** The Big Loop  
**Grade:** Medium, BNSW Grade: OTP Distance: 55  
**Contact:** Malcolm Hart, 9713 1994  
**Starts at:** 08:00. Eastwood stn west. Medium ride to M2, Winston Hills. Down to Parramatta for coffee. Return via M4 to Meadowbank & uphill to Eastwood.

**Date:** Sun 10/07/2005  
**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:** Sun 17/07/2005  
**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.

**Date:** Sat 23/07/2005  
**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:** Sat 23/07/2005  
**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 24/07/2005  
**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. Med 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:** Mon 25/07/2005  
**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 30/07/2005  
**Ride:** Cowan to Peats Ridge  
**Grade:** Hard, BNSW Grade: FHX Distance: 90  
**Contact:** Dennis Carberry, 9489 1716  
**Starts at:** 07:45. Cowan stn. Hard ride via Hawkesbury bridge to Peats Ridge. Coffee at 'Pie' on return leg.

## For Sale

Approximately 20 bikes, all in unrestored condition, amassed over the last 25 yrs. They are mainly Speedwells & Malvern Stars from the 50's to 70's, but there are also some earlier bikes. Most bikes could be restored, some might be best for parts. I would like to sell in one lot, but might sell some separately. I would like \$10 - \$20 each, but would welcome offers, as I don't want to see them scrapped. Please contact Phil Campbell on 02 9449 2849 (h) or 02 9438 9356 (w). [Philip\\_Campbell@shannons.com.au](mailto:Philip_Campbell@shannons.com.au)

### 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 18 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.