

Chain Mail



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<http://www.bikenorth.org.au/>
info@bikenorth.org.au

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The Editor
PO Box 719
Gladesville NSW 1675

Editor: John R Lee

Design: Keith Griffin

The views expressed in Chain Mail articles are those of the authors only and do not necessarily represent either the common views shared by a majority of Bike North members or Bike North policy as formulated by the Bike North Executive Committee.

Back to the Future

Craig McMurdo

Do you feel the longer weekend rides Bike North run leave you wanting more? Want to experience the remoteness our early explorers felt? Perhaps you need a month off work?

If any of the above strike a chord, consider the "Gulf to Gulf" ride, a south to north crossing of Australia that starts at Port Augusta on the Gulf of St Vincent in South Australia, takes in the Flinders Ranges, the Birdsville track, Mt Isa, Normanton and finishes 2100 km later on the sandy, croc inhabited shores of the Gulf of Carpentaria in far North Queensland.

This bike trek honoured the route taken by Robert O'Hara Burke and William Wills in 1860-1, and like the intrepid explorers, we were sent off with fanfare.

The Port Augusta Mayor and local TV station watched 37 cyclists and their 3 support vehicles head north to Quorn on April 26, 2005. We covered about 90 kms per day, and less on the sandy and rocky sections of the Birdsville track. Morning tea would be about 30 kms, with healthy snacks of nuts and fresh fruit offset by "milky way" bars and fruit cake, and lunch at any shady place near the 60 km mark.



Sharing your sandwich in the vast landscapes of the outback desert with 4 million flies was a challenge. The trip contained many highlights and quite a few surprises.

We were able to ride part of the 900 km long Mawson trail, named after Sir Douglas Mawson, who was an intrepid Australian explorer in the early 1900s.

We rode this dirt single track from Wilpena Pound to Blinman at the northern end of the Flinders ranges, which was not only well marked, but in great condition for any sort of wide tired bike. Passing the jagged peaks of the Pound, their orange crumbling peaks catching the morning sun was simply breathtaking.

Another detour from the main road was to the ghost town of Beltana, with its old Overland Telegraph office and Railway station long since deserted by the old Ghan railway. This detour allowed us to stay at the nearby "Beltana Station" farmhouse and experience a working farmhouse in this marginal South Australian countryside. Further north, at the Maree pub, we enjoyed the

1952 Aussie classic "The Back of Beyond" and the story of Tom Kruse, the mailman of the Birdsville track, who traversed this desolate countryside on an overloaded truck once a week in the 1930s and 40s. Given the state of the track, with washouts, sandhills, not to



mention the inevitable breakdowns, it should have been called "Mission Impossible", after Tom's more famous namesake.

After 7 days riding the Birdsville track (and about 2 showers!) we arrived at Birdsville, just beating a rain storm (the first for about 6 months), and another well known two wheeler. The other "cyclist" cheated though, arriving in his own personal helicopter. Michael Doohan, Australia's 5 time 500cc world motorcycling champion was in Birdsville to catch up with the 2005 Australian Cattle muster, which we had passed a few days earlier. While about as remote as you can get, Birdsville has a charm all its own. The 90 metre "Big Red" sandhill is about 40 km to the west, and the sandhills and gibber plains in this area are a spectacular and unique sight.

The second half of the trip required more mental steel and while the roads were generally better, the mind numbing distances between little known far west Queensland towns was daunting. Mt Isa provided our first real re-acquaintance with civilisation. Its an unusual juxtaposition of Woolworths, Blockbuster Video, KFC and McDonalds stores sitting only a stones through from the dominating battleship like gantries and chimneys of the mine head. Our first bike shop in more than 1500km did a roaring trade, fixing bikes that had suffered derailleur and selector component failures along the ruts, dust and rocks of the Birdsville track.

The channel country north of Mt Isa provided a real contrast to the flat and treeless deserts we'd encountered south

of Birdsville. Evidence of the cattle centric economy was evidenced by the many beef laden road trains that often had us off the bitumen!

The most memorable moments? The dry landscapes and gibber plains extending into shimmering heat haze, where the sky meets the horizon; campfires crackling in the still night air; the sound of dozens of zippers from tents and sleeping bags being the most effective early morning alarm clock I've experienced.

For me though, most memorable was standing in the sand on the Gulf of Carpentaria, sharing the feeling of satisfaction and achievement with some inspiring cyclists.

Renewing your membership at Westpac

You can renew your membership by making a deposit at any branch of the Westpac Bank. Just follow these two steps.

Step 1: Complete a blue Westpac deposit slip with the following Bike North Inc account details:

Bank:	Westpac
Branch:	Epping
Account Name:	Bike North Inc
BSB:	032081
Account Number:	127180
Aux Serial no.:	Insert your Bike North Member number eg. 0189

Make sure that you include your member number in the section marked "Aux serial no.". This number identifies you as the person paying the membership fee and can be found on your membership renewal form.

Step 2: Take the deposit slip with your membership payment to the teller and ask them to please punch in the Aux Serial no.

Improve Your Bike Skills: Cycling Proficiency Training

Do you know anyone who wants or needs to improve your confidence and skill on a bike. Cycling Proficiency Training is NOW in Northern Sydney, "Back on Your Bike" is for people who can balance on a bike but not much more. This is targeted at those are coming back to cycling after many years. "Commute by Bike" is for people who have basic cycling skills but need to gain confidence and skills for riding on roads.

Back on Your Bike

(Beginners Course)

Mondays 4pm-6pm (3 sessions)
12th, 19th & 26th September, Bicentennial Reserve, Willoughby

Sundays 9am-12noon (2 sessions),
Artarmon Oval

Commute by Bike

(Intermediate Course)

Thursdays 4pm-6pm (3 sessions)
15th, 22nd & 29th September,
Bicentennial Reserve, Willoughby

Sundays 1pm-4pm (2 sessions)
13th & 20th November, Artarmon Oval

Cost: \$20 (\$10 concession)

Courses run by qualified cycle coach

Book NOW - places limited 8877 5300

A joint program by Willoughby Council, Northern Sydney Central Coast Health (Healthy Lifestyle) and Bike North

A Spring Reflection On Winter Commuting.

Suzy Jackson

One of the true joys of commuting year-round is riding home after dark in winter. There's no need to go off-road to get the daily cycling fix in - just turn the lights on and get out there, and turn the chore of getting to and from work into fun.

After 6pm, a wonderful thing happens to all those busy Sydney roads - most of the cars disappear. Roads that you'd never dream of riding on during the day empty out and become much more accessible. One of the true joys of cycling are those perfect nights, riding down a lovely, quiet, moonlit street. You'll feel fast, and might find yourself going flat-out, with just the sound of your own breath and the noise of the air through the spokes, or else just pootling along enjoying the serenity of it all. Riding to work in the morning, it's cool, so you'll find that you're less likely to need a shower when you get there.

Of course, some additional gear is necessary, both to stay warm and make sure that you'll be seen by all those drivers trying desperately to ignore you. A light on the front of the bike is needed, both to see by in the darker bits and to let others see you're coming. There's no need to go overboard though - whereas the mountain biker will need hundreds of dollars of lights, a simple 2 or 3 watt headlight is plenty for road riding. A good quality red flashing light on the back is also de-rigueur, but bear in mind if you're cycling in a group that flashing lights can get pretty annoying after a while, so something that has a steady option is very useful.

Drivers are more likely to notice moving things than stationary ones, so some reflective strips placed on strategic places can be really useful. Many nocturnal urban warriors use reflective strips on their ankles, as these are particularly visible. Similarly, reflective vests increase your visibility significantly, and serve double duty to keep you warm, too. Of course, as you would in daylight, assuming a healthy disdain for the ability of car-dwellers to notice anything beyond their bumper is a good thing to do, as is riding assertively and predictably. Don't ride in the gutter, be prepared to stop quickly, keep an eye out

for escape routes, and take the lane when necessary.

Keeping warm is important, and it can be a bit of a balancing act to get just the right amount of warmth, without excessive bulk, and without ending up sweating like a pig after ten minutes. Layers are the key here, with lots of zippers that you can open to let the air in once you've warmed up. Don't go overboard though. If you're warm and comfy when you first venture out, you'll invariably turn into a stinky sweat-ball just down the street. Better to be a tad chilly first up, than to have to carry around all that excess kit all day.

Rain, when it does fall, is a big challenge for the winter commuter. Where in summer a little precipitation isn't a problem (indeed it can be quite nice getting thoroughly soaked in summer), in winter getting wet is generally followed by getting really cold. Unfortunately the more you seal out the water, the more the sweat you generate will be trapped, and you'll end up soaking wet anyway. Some days you just have to accept that it's going to be a long, slow ride to work. Garbage bags are your friend in wet weather, as you can use them to keep your day clothes (and a set of kit to ride home in) nice and dry, so when you get to work you don't have to sit around all day in soggy socks. Finding a heater to put your cycling shoes next to is good, too, as it's no fun putting your nice warm toes into soggy shoes to ride home.

And the best thing about commuting right through winter is that come spring, when all of your riding buddies are slow and fat from a winter of eating too much, driving everywhere, and watching too much Tour de France on the telly, you'll be trim, fit and raring to go.

When you feel deflated, and you are!

Suzy Jackson

It's the dread of every cyclist. One moment you're blissfully riding along, and the next: Phhhht, and you're rolling to a stop with a flat tyre. On the telly, in the Tour de France, all one has to do at this point is put one's arm up, and the faithful mechanic will come running from the team car with a replacement wheel. I've tried putting my

hand up on rides for the service car, but so far it hasn't worked very well. Instead, I invariably find myself sitting on the side of the road, fixing my puncture.

The Kit.

On every ride that's more than a short walk from home or the train, you've really got to carry gear for fixing punctures. The following is a list of bits that I carry with me:

- Something to take your wheels off. Most decent bikes have quick release wheels, so you can take the wheel off without tools. If yours doesn't, be sure to carry a spanner with which to take the wheels off.
- A pump - wussy little pretend pumps are fine and dandy when you're riding, but complete garbage when you have to pump a tyre up. I swear by my trusty full-sized Zefal. Other similarly large frame mount pumps are also good.
- Tyre levers. I like plastic ones, as there's less chance of pinching the tube. You'll generally need a couple.
- A tube - punctures always happen at the worst possible time, like when it's pouring with rain. Using a spare tube (rather than patching the one on the bike) speeds the process up immeasurably, so you're not holding your mates up for too long. Buy ones that are the right size for your tyres. Road bikes are invariably 700C, and mountain bikes 26 inches.
- Patches and glue. Some days you just get two punctures. It's really important to carry some patches, glue, and a little bit of sandpaper, so if the worst happens you don't end up walking. I always buy the smallest patches I can get. Bigger patches are only really useful for airbeds.

First Things First.

Before you do anything else, look at the tyre to see where the air is coming out. Sometimes, the cause of the puncture can be hard to find, and it's no fun to put a new tube in, only to have it go flat again a hundred metres down the road. While it's going down is the perfect time to spot the cause. If you can see the offending bit of glass etc, then pull it out now, and mark the tyre in relation to the valve, so that when you take the tube off, you have a good idea where the repair is needed.

Taking the Wheel Off.

A lot of people I see try to fix the puncture while

the wheel is still on the bike. I find it heaps easier to just pull the wheel off, as then you can pull the whole tube out, which makes the fix much easier and reduces the chances for pinching the tube when you put it back together.

If you've got a quick release, then just flip the lever over and the wheel should drop out. Sometimes you need to release the brake quick release as well, to clear the tyre. On many front wheels, you might need to spin the nut at the other end of the quick release a few turns as well, to let the wheel out of the dropouts.

Finding the Puncture – II.

With wheel off, and the tyre and tube still in place, if the source of the puncture wasn't really obvious, now is the time to spot it. Inspect the tyre for obvious bits of glass, cuts, bits of wire etc. Try putting some more air in, so you can listen for the air coming out. If you don't find an obvious cause, then don't worry too much – you can check further later.

Taking the Tube Out.

Now you get to use your tyre levers. Slip one between the tyre and rim, opposite the valve hole. Use it to lever the bead of the tyre over the edge of the rim. It's important not to put it in too far, as you want it to pick up the tyre, but not squash or pinch the tube, which can cause more punctures.

Once you've got the bead up, then put your second lever under a couple of inches away, and pull that bit of bead over as well. Work your way around a couple of times. After a little while, that side of the tyre should be really easy to pull over the rim.

Now reach in with your finger and fish the tube out. Again, start opposite the valve hole, and pull it out of the casing. To take the valve out, just push the tyre bead back over the tube, then push the valve up.

Finding the Puncture – III.

If you didn't already find the source of the puncture, now's your chance. Inflate the tube with a few strokes from your pump, and listen for the leak. Hold the tube so the valve lines up with the hole in the rim lets you work out where on the tyre the glass or whatever is embedded.

Some punctures aren't caused by glass or thorns. If there are two holes in the tube, a centimetre or so apart, chances are it's a snakebite puncture. These happen when the tube gets squished between the tyre and rim, and are a sure sign of under-inflated tyres, or else tyres that are too narrow for the weight you're putting on them. Lose some weight, or buy wider tyres, or pump the existing ones up harder.

Occasionally, the cause of the puncture might be

the wheel itself. If the rimstrip fails, then the tube can be worn on the edge of the spoke holes. Also, a split in the tyre can cause a puncture, as the tube tries to escape.

Before you put a new tube in, run your finger around the inside of the tyre to make sure there's nothing sharp and awful to puncture the new one. Bleeding is a sure sign that there's something nasty in there that should be removed – perhaps that stray snake?

Putting the New Tube In:

Now that you've determined the cause of the puncture, it's time to whip the replacement tube in. Undo the valve nut (if it has one) and put a few strokes of air into it, to give it some shape, then seal the valve up again. Push the tyre back to expose the valve hole, and push the valve through the rim. Next, pull the tyre bead over the tube at the valve hole, so the tube at this point is under the tyre.

The next bit's important, as it's the difference between riding away happily and having to fix a second flat caused by pinching the tube. Using your thumb, progressively push the tube into place, so it's sitting under the tyre, and in between the rim sidewalls.

Now work the tyre back into place. Again starting at the valve, push the tyre bead over the rim. Push it down into the channel so it's sitting nicely. It can be useful to push on the valve stem so the tube is pushed up into the tyre casing at this point.

Work the tyre bead over the rim gradually, making sure it's seated properly in the channel. Eventually, once there's only six or eight inches left, it'll start to get difficult. This is where technique comes in. Don't resort to using the tyre levers to get the last bit over, as you risk damaging the tube. Instead, if it's particularly recalcitrant, let some of the air out, and then go back to the start and make sure the tyre is pushed deep into the rim channel everywhere else. Using both thumbs on the last bit is good. I hold my hands in a loose fist over the tyre, with my thumbs on the bit of tyre that I want to push over, and roll my whole hands over the tyre. It's a technique that's useful to learn.

Inflating.

Now to put the air in. Start with just a few strokes from the pump. Check that the tyre is evenly seated on the rim. A quick squeeze of the tyre at points between thumb and forefinger pulls the beads away from the rim, and can free a pinched tube. Once you're satisfied it's on evenly and the tube isn't caught up anywhere, pump it up to full pressure. This can be anywhere up to 120 strokes on the pump, and is the least pleasant bit.

Once the air's back in, do the little valve nut up, and put the wheel back in the bike. For a rear wheel, it's useful to press the back of the derailleur cage down to give the chain some slack, so you can slip the chain over the cassette. Do up the quick release (or axle nuts), put the brake back as it was, and you're off.

Fixing the Tube.

When you get to a nice, comfy place, it's time to fix the tube. I usually let them mount up at home until I have half a dozen to do, and do them all at once. First, find the hole. It's usually fairly clear where the hole is when you put some air in. If it's an annoying slow leak, and you just can't find it whatever you do, it's not too awful to put the tube in the bin.

Once the hole is located, let the air out, and scuff the area around the hole with some coarse sandpaper. This is necessary to remove the mould release agent that coats the tube, as the glue won't stick to this release agent. Don't be afraid to really get stuck in with the sandpaper. The area around the hole should be nice and dull afterwards. If the hole is near a seam, nick your boyfriends razor and trim the seam down with it, so it's a nice flat surface for the patch to sit on.

Take a patch, and remove the foil from one side. Put a dab of glue on the patch and tube. Try to make this as thin as possible. I usually just dab a bit on, then use the tip of my finger to push it around the area, nice and thin. On the tube, the glue should extend out from the hole a bit bigger than the patch.

Now, wait a little while for the solvent in the glue to evaporate before putting the patch on. If it's really thin, it can be just a few seconds. If there's a bit of excess glue, you might have to wait a minute or so.

Push the patch into place, and hold pressure on it with your thumb for a few seconds. Now, put the tube aside and go and do something else for an hour or so.

Once it's properly set, peel the paper backing off the patch carefully, avoiding lifting the edge of the patch. Finally, pump it up partially, and leave it overnight to see if it holds air. If it does, then fold the tube up and put it in your bike bag for next time.

Executive Profiles

President: Graeme Edwards

Previous positions on BN Executive

Membership Officer 2002 and 2003
President 2004

Why I'm involved with Bike North

I love cycling and have been riding and commuting in Sydney since 1991. I came to know Bike North through a number of rides run by Doug Stewart in 1999 and joined Bike North in 2000. The main reason for joining was to provide some monetary support for the advocacy work Bike North was doing, especially the work being done by Carolyn New. A year later I increased my involvement by helping out as one of the Hornsby area working group and attending the exec meetings as an observer. This led me to see the professional way Bike North operated and allowed me to have some input in to its activities. This then led to becoming a ride leader where I was able to share my enjoyment of cycling with others and allowed me to encourage more people in to cycling. By now (2002) some of the Exec, many of whom had been on the Exec since Bike North began in 1996, were looking for a break so I took over as membership officer. This allowed some people to take a well-deserved break. This will be my second year as President and I look forward to continuing the work in what will probably be a challenging year.

Secretary: Jane Ellis

Previous positions on BN Executive

Secretary 2004

Why I'm involved with Bike North

After a considerable break from bike riding (child rearing) I discovered Bike North and the wonderful rides they run. I enjoy finding new places to ride and going with BN means I will never get lost!! I particularly enjoy the social aspect combined with exercise and an easy going, friendly atmosphere. By doing my bit for BN I hope to be able to help it to continue its work making improvements that will benefit the bike riding community.

Treasurer and Public Officer: Brian Fong

Previous positions on BN Executive

Treasurer 1997 to 2001 and 2004

Why I'm involved with Bike North

I love riding my bike and I always hoped that facilities for bicycles would improve. I'm a shy person and didn't think that I could deal with councils etc. so I didn't think I could make any difference to cycling facilities. Bike North gave me the opportunity to help make cycling better. They needed a Treasurer and I knew immediately that this was how I could make a difference. By becoming the Treasurer I could free up someone who could do what I couldn't and by working together we could make cycling better.

Advocacy Officer: Carolyn New

Previous positions on BN Executive

Advocacy Officer 2002 - 2004, Joint Rail Trail Convenor from 1998

Why I'm involved with Bike North

As a fairly new cyclist after my children grew up, I was lured into Bike North by the friendly, encouraging social ride program and rapidly developed a passionate desire to help make our city much more cycle friendly, but no idea how to do that. Initially my focus was on Bike North's proposal for a Rail Trail along the Northern Railway Lines. This was an overly steep learning curve but within a caring and encouraging learning environment, I eventually learnt that I really didn't have to follow through every idea that was proposed:-)). Now my greatest wish is to help many many other people work to improve their own local areas.

Rides Coordinators: Pam and Col Kendrick (sometimes known as PamCol)

Previous positions on BN Executive

Have been the Rides Co-ordinators since August 2000.

Why we're involved with Bike North

We had been riding with Bike North for a few years and had benefited greatly in fitness and in health, not to mention the friendly social atmosphere on the rides. When we attended the 2000 AGM the Rides Co-ordinator position had become vacant and it seemed like a good idea at the time to be able to "put a little bit back in" in a way we thought we were capable of doing. After four years of Rides Co-ordinating we have decided to give it one more year before

taking a break and becoming regular riders. We feel that it would be a good time for someone else to have a go at deciding when to run their favourite rides.

Communications Officer: Keith Griffin

Previous positions on BN Executive

Communications Officer 2004, Chain Mail production manager and Bike North webmaster

Why I'm involved with Bike North – I love cycling. Bike North has provided me with so much help and information, not to mention many excellent rides that it just seems right to help out a little. Helping out in Bike North is extremely rewarding. Every contribution, no matter how small is appreciated by others, and can be seen to have some positive effect. Most of all I have made some really good friends through Bike North. Did I mention that I love cycling? I am looking for someone to take over as Chain Mail production manager, so if you know anyone that wants the job let me know.

Membership Officer: Gil Webster

Previous positions on BN Executive

Membership Officer 2004

Why I'm involved with Bike North

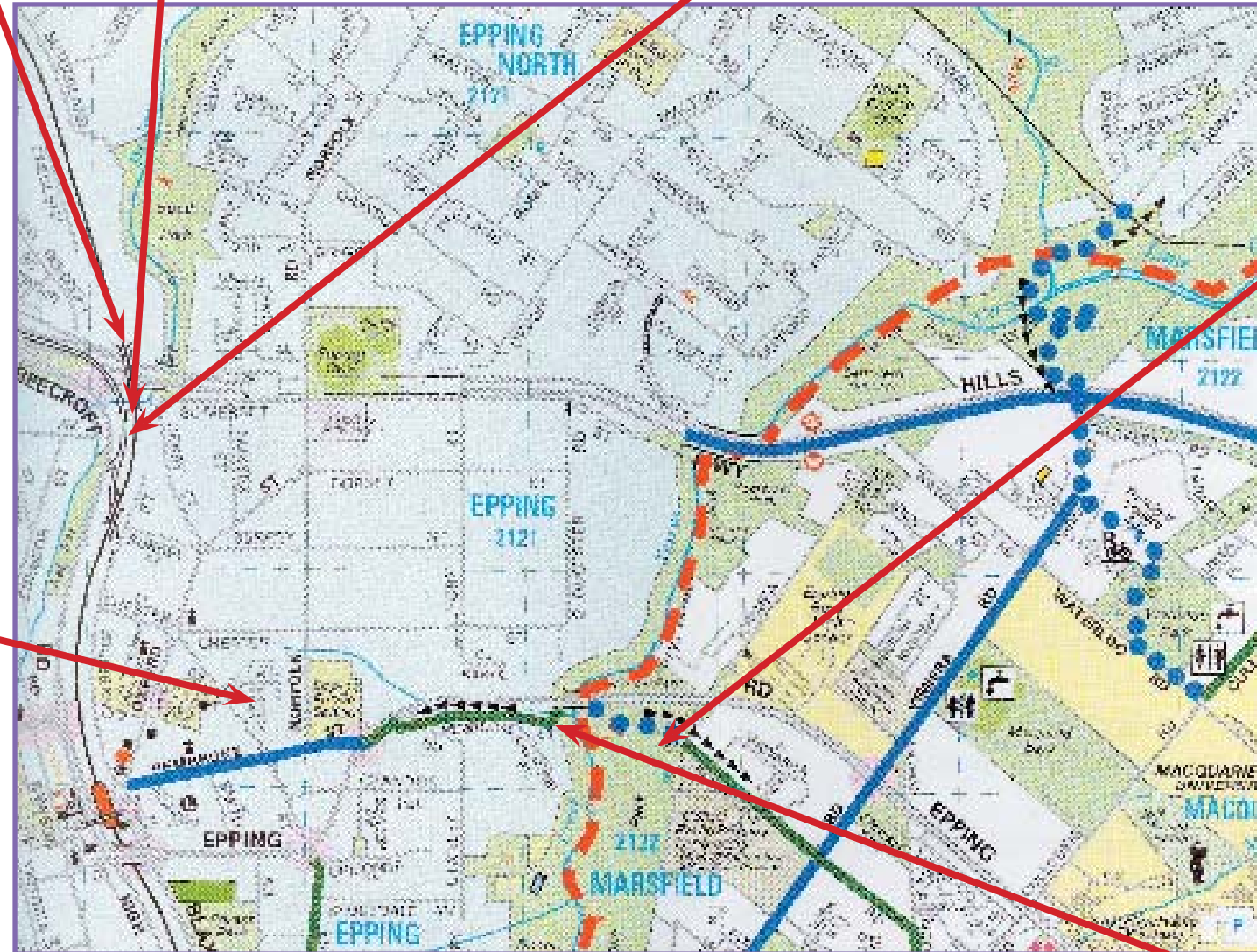
Once again Gil was traveling at the time of the Chain Mail deadline and was not able to provide information for this article.

Presidents Report – AGM 2005

Graeme Edwards

I will start by saying thank you to the hard working and tireless members of the executive and to all the ride leaders that have worked throughout the year to keep Bike North as the pre-eminent BUG in NSW. Thanks also go out to the local area coordinators that have pushed council to do the right thing throughout the year. Without the efforts of all these people BN would not be as effective as it currently is. Also thanks to Jane for looking after the exec minutes and sending out the odd get well card to members that have been less fortunate.

2005 has been a very successful year for Bike North on a number of fronts.



North Ryde to Epping Cycle Route

MEMBERSHIP

Our membership is now just under 400 members. Although a number of members do not renew each year we are getting more new members so the future looks good. We do not have any membership goal other than to ensure we have enough funds to do the necessary advocacy work in our local areas. Thanks to all the ride leaders for putting on interesting rides that keep people coming back each year and new members joining us. Thanks to Gil Webster for keeping all the membership information in order.

FINANCE

As you can see from the financial statements BN is in a very stable financial state. We have a good membership base that is providing us with enough funds to do our advocacy work and support the membership. At the moment just about all of our income is spent on advocacy or member services so we have the balance just about right for a non-profit organisation. Thanks Brian for doing a great job and keeping all the funds in order. We also benefited during the year from the Federal Government's "Volunteer Small Equipment Grants scheme". We applied for a grant for a laptop computer and software and were successful in getting the grant. Thanks Carolyn for all your effort in making this happen. The computer will be used to support minute taking at our executive, committee and workgroup meetings. It will also be used as an advocacy tool, with presentations, documents, pictures, copies of the Bike North website. The laptop will also be used at the Bike North stalls at the many community events we attend each year.

RIDES

Once again Pam and Col have done an outstanding job by providing a full and varied rides calendar each month. During the year we averaged between 13 and 15 rides each month. This is a fantastic effort. Special thanks to all the ride leaders that give so generously of their weekends and make the rides calendar possible. We could not do it without you. You provide the public face of Bike North and it is through your efforts and encouragement and smiling faces that we turn riders in to members and keep Bike North growing. We could always do with more ride leaders so if anyone out there would like to give it a go just have a chat to Pam or Col.

COMMUNICATIONS

During the year we saw the departure of our Chain Mail editor (Catherine Stuart) and after a short gap John Lee jumped in to the breach. Many thanks Catherine for the work you did, thanks John for taking on the position. Chain

Mail is our flagship publication and our survey shows that just about all our members read it and a lot of them read the whole thing. This is a great endorsement of the publication and the high standard of content. After his second edition I think John is coming to grips with the job of editing Chain Mail but like all editors he is hungry for content so if any of you want to see your words in print then type away and send you articles in to John.

Our web site has undergone a major change this year both from the view of the user and the people behind the scenes putting the content together. It is now easy for the casual observer to navigate our site and important news can be posted on the front page within minutes by a number of key people. This makes it an important service for getting the latest news out there as it happens. The web site also contains a wealth of other information about cycling and cycling issues. Thanks Keith for making your hardware available and providing this service to our members.

Of course we also have our email lists and our email news. Thanks Suzy for editing news each week regardless of what country you are in at the time.

ADVOCACY

This is one of the key activities of Bike North and through the tireless efforts of Carolyn New and her hard working team of area coordinators we have seen a number of advances in cycling facilities throughout our areas of interest this year. The next year will be a challenge thanks to Costa's legacy. He was only the minister for a few months but he managed to set cycling back a few years in that short space of time. We have lost not only money but also a key position within the RTA and it will take us quite a few years to recover, if we ever do. This does not mean we should give up, but it does mean our job is going to be made harder. Now is the time we need our membership to get out their pens and start writing letters to their local member and to the minister. I know that the advocacy team will be drafting example letters for our members to use and I urge you all to put pen to paper if you want to improve cycling facilities in Sydney. It is not all doom and gloom, we did see a number of advances throughout the year with a number of new facilities coming on line. We also have the Ryde Area cycle map, which was a joint effort of BN (Doug Stewart and Ryde team) and Ryde council. This map sets the benchmark for the type of cycle maps we want to see and hopefully the Hornsby map will be out soon. We are still fighting hard to ensure that the cycle path along the Lane Cove tunnel route is not downgraded any more. If you think you can help out here then please let one of the Executive know.

Thanks to all your effort on this one, Carolyn and Doug, and all the other members that have taken time out to attend meetings and community consultation events.

So in summary it has been a very successful year but we cannot sit back and relax. The next year is going to prove to be quite challenging and a concerted effort from all of our members is going to be required to keep cycling on the Government's agenda. We can always use help in other areas as well so if you think you might have something to offer BN then have a chat to me or any other member of the Executive.

Treasurer's Report

21 August 2005, For The Year Ended 30 June 2005,

Brian Fong

This provides information on the finances of Bike North Inc. during the year 1 July 2004 to 30 June 2005. I have attached the following statements for your inspection: Cash Flow Statement, Profit & Loss Statement and Balance Sheet.

This year we have made a net surplus of \$4,342.03. This is the largest surplus Bike North has ever made and is mainly due to Bike North receiving a \$2780.00 grant from the government. Our financial position has been strengthened to a point where we now have total equity of \$13,835.91.

Income raised from Memberships this year was \$8,510.00 and we applied these funds to our expenses that totalled \$7,758.63. By far the largest area of expense was in Communications, which accounted for 55% of our expenses. The Communication expenses included Chainmail, Website, pamphlets and business cards, which are all the expensive items. Other large areas of expense were Advocacy (17%) which is where we "make cycling better", and Depreciation (17%), which reflects the growing amount of assets we are acquiring (computer, banners, gazebos).

This year we have a large amount of Miscellaneous Income (\$3,134.61) that requires explanation. \$2780 of this is the previously mentioned grant and the remaining \$354.61 is the final rebate from the Rebel club scheme.

Bike North Inc. is once again in a very healthy financial position and it is due to the diligence and hard work of our executive and committees, who give up their time freely, that this has been achieved.

Balance Sheet as at 30/6/05

PROFIT & LOSS STATEMENT**1/7/04 - 30/6/05****Assets****Income**

Cash On Hand	\$11,586.91
Membership fees	\$8,510.00
Inventory - cycle clothing	\$80.00
Cycle clothing sales	\$625.00
Equipment (less depreciation)	\$2,314.00
Tour de Cowra income	\$580.00
Meeting room and key bonds	\$285.00
Miscellaneous Income	\$3,134.61
Total Assets	\$14,265.91
Total Income	\$12,849.61
Cost of Sales	\$1,194.85

Liabilities

Gross Profit	\$11,654.76
Prepaid Membership Fees	\$135.00

Expenses

Accrued expenses	\$270.00
Advocacy	\$1,365.55
Unidentified Members Deposits	\$25.00
Communications	\$4,288.09
Total Liabilities	\$430.00
Rides	\$298.78
Administration	\$475.21
Net Assets	\$13,835.91
Depreciation	\$1,331.00
Total Expenses	\$7,758.63

Equity

Operating Profit	\$3,896.13
Retained Earnings	\$9,493.88
Other Income	\$493.90
Current Year Surplus/Deficit	\$4,342.03
Other Expenses	\$48.00
Total Equity	\$13,835.91
Net Surplus / (Deficit)	\$4,342.03

Bike Week – A Spring Initiative

BikeWeek is a state-wide NSW Government initiative that aims to raise the profile of cycling as a healthy, easy and environmentally alternative to driving for short trips in local communities. Run annually in mid September, this year it is from Saturday 17 to Sunday 25 September.

With seed funding from the RTA to event coordinators to promote Bike Week, events are usually organised by Road Safety Officers at local councils. Encouraged to make joint proposals with the local community including local bicycle groups, local councils in the Bike North area usually approach us to support their events.

Bike Week funding, which can only be used for promotional purposes, such as financing initiatives as press ads, brochures and banners. Whilst limiting, really useful products like council bike maps can be funded under this scheme. Depending on the event, promotional material generated can be more useful for cycling promotion in the longer term than the actual event!

All Bike Week events must be run within Bike Week. With eight local councils in the Bike North area, this creates an enormous drain on our capacity. Limited resources mean we can't always organise the events

we feel would be more conducive to promoting cycling.

This year we are assisting councils with the following Bike Week events:

- North Sydney – breakfast at the Harbour Bridge steps. Friday 23 September.
- Willoughby – Pilot Cycling Proficiency Training Course (run by professional cycle trainer) Launch in Bike Week. The Launch is the event but the Course is also promoted in the process.
- Hornsby – promotional stall in Hornsby mall. Saturday 24 September.
- Ryde – Cycling Activities for Children at Meadowbank Park. Saturday 17 September 10am – 2pm. Helpers needed for supervision of children's obstacle course and information stall.
- Ku-ring-gai - 50% subsidy of bike maintenance checks with Turramurra Cycles. Vouchers in Friday's editions of North Shore Times. Jointly funded by Ku-ring-gai Council and Turramurra Cyclery.

Please contact your local convenor to find out how you can help this year or can contribute in planning for future years.

LOCAL WORKGROUPS

Council	Email Address	Contact name	Phone No
Ryde	ryde@bikenorth.org.au	Doug Stewart	9887 1478
		Graeme Woodward	9617 0772
Ku-ring-gai	kuringgai@bikenorth.org.au	Hette Mollema	9144 7880
		John Watts	9144 7656
Hornsby	hornsby@bikenorth.org.au	Steve Hillier	9899 5432
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
Lane Cove	lane_cove@bikenorth.org.au	Suzy Jackson	0407 122 262

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@inet.net.au

Cycling facilities at work

Ian Houghton

In the search for Corporates working to provide cycling facilities at work, the article from Ian Houghton, who works for Resmed Limited provides incentive and hope. Contributions from others who have good or bad facilities at work are welcomed.

ResMed, where I work, is very helpful to cyclists. They provide very conveniently located bike racks under cover (using a car space close to the building entrance in the



underground car park to do so).

The original bike racks put in by the building designer were pretty awful, of the wheel bending type and wouldn't accept my wheel due to me using mudguards. I commented on this, suggested that the Cora racks were good, and within 2 months ResMed bought and installed new Cora racks, replacing the old ones, and extending the number of cycle rack spots at the same time, so there is more than ample capacity for current users.

We've also got lockers, and showers. Full points to ResMed here.

The company also supports cycle rides, with ResMed cycle clothing, and paid entry to some events, and even corporate tent support on events like the ride to the Gong.

I think it helps that a few of the key managers cycle, and also that as a medical company ResMed are keen to support the perception and practical aspects to having a healthy workforce - they have gyms in the 2 buildings, and other health initiatives.

Some of the better riders ride as a "pack" in such events in the ResMed colours - its just that we can't keep up with the kids!

Cycling facilities at Work – a State Government experience

Alethea Morison

Just a summary of my experience with employer-provided bike parking in response to your request through Bike North. May not be typical since I've worked for the same State Government department(s) pretty much all my working life.

There was no bike parking at my first

workplace but when we moved offices to Bankstown I put in a submission about bike parking and a bike cage was installed in the car park, along with showers which were required anyway. The defect of the system was we had to lock bikes to the cage itself and someone once vandalised my helmet from outside the cage.

I then moved to the offices at Chatswood where the Director General, following through from our Bankstown experience, simply asked as a condition of the lease agreement that bike parking be provided. The building provided exposed bike racks within the car park which I would not recommend but fortunately I parked there daily without incident.

My next experience was while working short term at Governor Macquarie Towers where I erroneously parked my bike at bike racks in the non-secure car park (actually intended for couriers which I didn't realise) and, though I locked the bike with 2 locks, I had about \$800 worth of equipment stolen off it one day.

The next Government office tenancy was at our current location in Goulburn St and, pooling our experiences, we keen cyclists not only lobbied to have bike parking this

time, but got very involved in how it would be provided. We asked Neil Tonkin of Bike NSW to come to an on-site inspection with us, the building manager and the EPA facilities person and inspected the car park (a secure car park) to identify spots where bikes could be parked. We argued for having an actual car space (which meant EPA had to lease it) in preference to any of the little remnants of space where a rack or a locker or two might fit. The car space we identified was reasonably handily located on Level 1 of the car park inside a circular concrete pillar that the vehicle ramp winds around. This means it's like a large circular room and we just needed to have wire mesh installed across the entrance to make it secure. We wanted to have a door on it activated by the same security key as we use elsewhere throughout the building but were told this was too hard, so we have just an ordinary padlock on it and have a volunteer who manages keys. Basically though management let us make the specifications, and simply funded it. Inside the "cage", we have 10 U-rails installed by Bicycle NSW and lockers (so it takes some 20 bikes). There are also maps and a floor pump purchased for our corporate bicycle (which we are still working on the risk assessment, procedures etc to get operational). We have showers on Level 2 of the car park. It's the best set of workplace cycling facilities I've had and I think all the cyclists here are pretty happy with it.

THE GREAT BIKE NORTH MEMBERSHIP SURVEY

Random Prize Draw results.

Results for paper surveys

1st	Olive Laing
runner-up	Shanne McGinniss
runner-up	Evan Hawthorne

Online surveys

1st	John Williams
runner-up	Ben Herman
runner-up	Robert Ching
runner-up	Andrew Elliston
runner-up	Bob Chambers
runner-up	Robyn Tuft
runner-up	Carl Smith

Runners-up get a prize to the value of \$20, Winners receive a heart rate monitor.

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.

OCTOBER

Date: Sat 01/10/2005
Ride: Chipping Norton Caper
Grade: Medium Hard, BNSW Grade: TPW Distance: 80
Contact: Pam Kendrick, 9872 2583
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: Sat 01/10/2005
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 02/10/2005
Ride: Royal Cricketers Arms
Grade: Medium, BNSW Grade: OPT Distance: 60
Contact: Col Lambert, 9637 0746
Starts at: 08:00. Meadowbank wharf. Medium ride via M4 & lower canal c/ps to the pub for a BIG BREAKFAST. Return the same way.

Date: Sun 02/10/2005
Ride: Northern Beaches and Back Roads
Grade: Medium Hard, BNSW Grade: FHXT Distance: 86
Contact: Malcolm Hart, 9744 9760
Starts at: 07:30. Eastwood Stn east. Medium/hard ride via Browns Waterhole, Turramurra, Church Point to Manly for coffee. Ferry to Quay then to Eastwood via Lane Cove NP and M2. Fit and experienced riders only.

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: Sat 08/10/2005
Ride: Meadowbank to Bobbo
Grade: Medium, BNSW Grade: OHT Distance: 50
Contact: Doug Stewart, 9887 1478
Starts at: 07:30. Meadowbank Wharf. Medium, hilly ride via Eastwood, Browns Waterhole, Turramurra, & Bobbin Head. Coffee and return. Long climbs and descents.

Date: Sun 09/10/2005
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 16/10/2005
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 16/10/2005
Ride: The Big Loop
Grade: Medium, BNSW Grade: OTP Distance: 55
Contact: Malcolm Hart, 9744 9760
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 16/10/2005
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 25
Contact: Doug Stewart, 9887 1478
Starts at: 09:00. Meadowbank Wharf. Easy loop around Homebush Bay with a coffee stop. Suitable for beginners and children OVER 12 accompanied by an adult carer.

Date: Mon 17/10/2005
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 25
Contact: Col Kendrick, 9872 2583
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 22/10/2005
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 25
Contact: Col Lambert, 9637 0746
Starts at: 07:30. 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 29/10/2005
Ride: Macdonald River Meander
Grade: Medium, BNSW Grade: OU Distance: 45
Contact: Steve Hillier, 9899 5432
Starts at: 08:00. 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: Sat 29/10/2005
Ride: Cowan Calga
Grade: Medium Hard, BNSW Grade: FHXT Distance: 60
Contact: Dennis Carberry, 9489 1716
Starts at: 07:45. Cowan Stn. Medium hard ride through magnificent Hawkesbury River valley on quiet roads. Return with a stop for coffee.
Date: Sun 30/10/2005

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.

NOVEMBER

Date: Sat 05/11/2005
Ride: Three Gorges Pies
Grade: Hard, BNSW Grade: FXHT Distance: 75
Contact: Dennis Carberry, 9489 1716
Starts at: 07:30. Hornsby stn west. Hard, hilly ride through Bobbin Head, Galston Gorge, rural Arcadia and Berowra Waters to Pie in the Sky for refreshments. Return to Hornsby via Berowra and Pacific Hwy.
Date: Sun 06/11/2005

Ride: Exploring Castle Hill
Grade: Easy Medium, BNSW Grade: PST Distance: 25
Contact: Pam 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: Sun 06/11/2005
Ride: West to Windsor
Grade: Medium Hard, BNSW Grade: FTX Distance: 90
Contact: Fran Griffin, 9614 0777
Starts at: 07:30. Cnr Pennant Hills Rd and M2: Medium/Hard, via the M2, Old Windsor Rd and back roads to Quakers Hill and beyond. Coffee at Windsor. Return to a different way. Brisk pace.

Date: Sat 12/11/2005
Ride: Meadowbank to Bobbo
Grade: Medium, BNSW Grade: OHT Distance: 50
Contact: Doug Stewart, 9887 1478
Starts at: 07:30. Meadowbank Wharf. Medium, hilly ride via Eastwood, Browns Waterhole, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.

Date: Sun 13/11/2005
Ride: Chester Hill Circuit
Grade: Medium, 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 13/11/2005
Ride: Hills and Surfside
Grade: Hard, BNSW Grade: FTH Distance: 80
Contact: Malcolm Hart, 9744 9760
Starts at: 07:00. 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 13/11/2005
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 19/11/2005
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 cafe overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.

Date: Sun 20/11/2005
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: Sun 20/11/2005
Ride: Exploring Eastwood
Grade: Easy, BNSW Grade: EST Distance: 17
Contact: Keith Griffin, 0414 187 427
Starts at: 07:30. Eastwood Stn west. An easy meander through rolling terrain of Eastwood and Marsfield and Macquarie Uni.

Date: Sat 26/11/2005
Ride: Brooklyn Brunch
Grade: Hard, BNSW Grade: OTHX Distance: 90
Contact: Doug Stewart, 9887 1478
Starts at: 07:00. 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 27/11/2005
Ride: Parramatta Park Parade
Grade: Easy Medium, BNSW Grade: PST Distance: 35
Contact: Col Lambert, 9637 0746
Starts at: 07:30. 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 27/11/2005
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.

Sydney Spring Cycle

This year Bike North will be entering a team in the new look Sydney Spring Cycle, on Sunday 23 October. A facility to enter the event in the Bike North team has now been created on the BNSW website at www.sydneyspringcycle.com.au/enter?team=44 for those with internet access and credit card. You can still enter the "old" way by picking up an entry form from your local bike shop or BNSW office.

Prices are:

Single adult BNSW member \$30, non member \$40, Late entry after 26/9/05 \$50

1 Adult 1 child \$50 / \$60 / \$70.

1A 2 C \$70 / \$80 / \$90.

2A 3C \$80 / \$90 / \$100.

For those with no email / internet access, please contact Pam Kendrick (team captain) on 9872 2583 with your details after you have entered. NOTE: Pam will NOT be collecting money or entry forms this year.



Route de France 2005: Vinokurov climbing Col de Galibier (stage 11) – he was the first on the climb and went on to win the stage.

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.