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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.

Bicycle NSW Big Ride 2006

By Bob Chambers

In February this year 12 Bike North members headed for Holbrook as entrants in the 2006 Big Ride. Some travelled by overnight bus to arrive bleary eyed in Holbrook early Saturday morning. The Friday travellers slept in Holbrook and listened to the Hume Highway transport passing through the town about every 30 seconds through the night. Up before dawn to pack gear, breakfast and get the bike ready.

Saturday morning, the Registration at the Holbrook Shire Hall was its usual organised chaos, with 700 odd cyclists crowding the halls, having luggage weighed, assembling bicycles, registering for the ride and picking up their ride guides, ride shirts, luggage tags and other ride paraphernalia. Adding to the chaos were some 200 volunteers ("Vollies") all registering as well to start their 9 days of good work.



After leaving luggage for transport ahead to the next campsite, riders moved up town to the ride start, alongside the Oberon Class submarine HMAS Otway (firmly aground in Holbrook's central park – a long long way from the sea!)

At the official start a spectacle of over 700 multi-coloured cyclists headed out of town for the first day's 50 km ride to the township of Jingellic.

In the following 8 days of cycling, we covered distances ranging from 70 to 100 km a day, through the western Snowy Mountains area around Tumut and Gundagai and out west as far as Junee and Cootamundra, some days climbing up to 1500 metres.

A typical Big Ride day starts at 5:30 am with the sound of 700 tent zippers, and a rendition of Shakespeare by "Debbie" the Big Ride Town Crier. Once up, gear is packed,

loaded onto trucks and riders fed. At 7:30 the day's cycle route is opened and we head out on the road to the next campsite. Police motorcyclists control the traffic, and the cycle route between towns is well signed and staffed by VRA and volunteer marshals to ensure the safety of riders. Danger points are all signposted and are usually staffed by the marshals giving warning of possible trouble from poor road surface. Riders unable to complete the days ride can take advantage of BNSW's sweep bus, which picks up those who fall by the wayside. (The "sag" bus will always get a cheer from the cyclists as it passes the local pub each evening with its cargo of spent cyclists and bikes on its way to the campsite.)

Local councils make the town's showground available for the 1000 or so tents of the riders and volunteers, and amenities are provided in the form of shower and toilet trucks. Volunteers erect a tent city on the ground each day for feeding and servicing the riders, with kitchens and various shops including a travelling bike repair shop.

After a day's ride, riders pick up their gear that has been trucked ahead, put up their tent, shower and change; then generally head for the attractions of the town. Some even visit the local pub (20 keg days in the local pub are a feature of the Big Ride!) Meals are served alfresco, using own plates and utensils, and the campsite bar is also popular; both for the refreshments and for the nightly briefing about the next days road conditions.

The 2006 Big Ride visited 9 towns and traversed about 500 km. Apart from some light showers on day 1 the weather this year was sunny and warm. For those getting into camp late in the afternoon, the days were perhaps a little too warm with temperatures into the upper 30's. This meant that the on-site bar and the local pubs did a roaring trade most days – each day as I rode past the small town pub, the doorway was crowded with cycles, noisy crowds within busy correcting their fluid balance as only thirsty cyclists can.

On the last day, after a short ride through gently rolling farmland from Boorowa to Binalong, the last town visited by this years ride, buses await the cyclists for their return to Sydney and other locations.

I highly recommend these 9 days of enjoyable cycling if you haven't tried the Big Ride before. With a limit of 1200 riders the BNSW Big Ride is a friendly, pleasant and well organised holiday. I'm hooked after 5 Big Rides and will be eagerly awaiting the BNSW web page to open bookings for 2007.



Advocacy Updates

Spit Bridge Widening

Last issue we reported on proposals for improvements as part of the widening of the Spit Bridge. Meanwhile the Mosman Daily reported on an escalating campaign to stop this proposed widening by those who are calling for a major tunnel road. While they fear the extra traffic that could be induced by extra lanes, their tunnel proposal simply caters to Sydney's obsession with the car and moves the road block closer to the Sydney Harbour Bridge and Tunnel.

We encourage all Bike Northerners to write to the Minister for Roads, expressing support for the sustainable transport solution: a widened Spit Bridge for walkers, bikes and buses!

Lane Cove Tunnel

The cycleway along the Gore Hill Freeway is well underway, but unlikely to be available for use until the tunnel is opened.

The good news is that the long awaited draft design of the underpass of the Longueville Rd on-ramp linking the Gore Hill and Epping Road section of cycleway has finally been produced. While the ramp necessitates a 14% grade over 25 metres, the sight lines appear to be quite reasonable and so it has received the tick of approval from Lane Cove Council, who have expressed opposition to this link for personal security reasons.

Lane Cove Tunnel Inquiry

The Inquiry into the Cross City Tunnel has now been extended to cover the Lane Cove Tunnel although there are no road closures involved in this project. There are of course plans to reduce the general traffic lanes on Epping Road and provide for a bus lane each way and a 4 metre shared pathway for cycling and walking. This road project, similar to the M7 project, provides for other road users as well as cars, but there is a real danger that due to the public's current obsession with priority for cars at all cost, this section of the pathway could be lost.

This pathway and the bus lanes were the outcome of extensive consultation with the community and several Bike North members have been involved at various stages in that consultation. While the final concept design that came out of the EIS was not our preferred, it still is a far far better result than we have today and we believe it is critically needed and will be well used. Bike North and individuals involved in that consultation will be making a submission to that inquiry in support of the rearrangement of Epping Road as a desirable outcome for the community. Please support us in the community.

Willoughby

A draft of the Willoughby Bike Plan will be exhibited to the public during May. We ask all Willoughby residents to respond to Council with their support for this plan. If you have any suggestions to improve the plan, even better!

FRANK CHANNON WALKWAY

DEBACLE

The Frank Channon Walkway alongside the railway line in Chatswood between Albert and Nelson Streets has recently reopened after works for the Epping Chatswood Rail. The connection has not yet been made to Albert Street, but access is now possible under the railway line between Chapman Ave (opposite Johnson) and Ellis St (for



access to Albert). As per conditions of this construction, the walkway from the underpass to Albert Ave is shared path width.

Unfortunately south of the underpass, the path has been built only to the original width, although there was plenty of room for shared path width. The RTA has plans for expanding this pathway as part of the Chatswood to Harbour Bridge Regional Route. While this was not part of the original contract, 18 months ago representatives from Willoughby Council, RTA and TIDC (builders of this railway line) met and agreed that the widening would be best carried out as part of this retaining wall construction work and that TIDC would discuss any additional work with Council/RTA at construction phase.

So what happened to that agreement? According to council, TIDC took the view that it was up to the RTA to make alterations and that it seemed that the agreement to negotiate arrangements was lost.

That's simply not good enough!!!!



North Sydney

WEST ST RECTIFICATION

West St is a major cycling route through North Sydney. Recently this has been badly damaged by Sydney Electricity work. Repairs to date are only temporary and once the works are finally complete, the road will be handed back to Council for rectification at Sydney Electricity expense. This rectification will include resealing and remarking the bike lane and logos. This will be an excellent opportunity for the bicycle lane to be widened with separation from the parking lane and marked with large standard sized bike logos. We have also requested that the lane continue through to the Church St intersection and have drawn Council's attention to the need for a facility to place bikes safely at the Ernest and Falcon St intersection. While the later is not likely to be implemented as part of this exercise, we have requested a design be prepared, ready for the next re-sheeting of these intersections.

NORTH SYDNEY BIKE PLAN

Over the last year Council has been installing bike routes as per the North Sydney Bike Plan. Unfortunately many of these routes have not been up to standard, due to the poor quality of the bike plan but also due to the failure of the contractors to mark the routes in line with current standards. This has been forcefully brought to Council's attention several times, and we are hopeful the message has been taken on board.

The next route to be installed will be the West St to Ernest St route via Rosalind Ave. We have been assured this will be marked to standard. The route will require an adjustment to the median crossing of Miller St, which needs approval by the RTA. Consequently, the implementation of the crossing will be deferred with alternative arrangements in the interim.

Ryde

SHRIMPTONS CREEK

By the time you read this the Shrimptons Creek Cycleway will be extended across Santa Rosa Park to Quarry Road in Ryde. Over the last few years Council/RTA funding has gone into this project as it creeps southwards. The plan was to extend

it to North Rd in the next year, but ... the community response to the extension from a VERY limited group of adjoining residents has convinced Ryde City Council that the Shrimptons Creek extension should not proceed as planned. As there is NO viable alternative route we are starting a campaign to have this decision reversed. If you live in Ryde we need your help. Please join the Ryde email list for details of what is happening.

MACQUARIE UNIVERSITY

Macquarie University has commissioned consultants to write a Bicycle Network Plan, which will hopefully be used to direct the installation of bicycle facilities across campus over the next few years. The creation of the plan however, does not guarantee any changes will be made because this is dependent on funding.

The Ryde Working Group will keep an eye on the campus and expect to need to "ask" for facilities to be built according to the plan. Clearly the submissions need to come from and on behalf of students and staff of the university.

M2

Changes have been made to the M2 Toll Plaza especially in the area directly east of the toll gates. Caution is required when continuing past the Christie Road exit. If you have any questions or comments please contact the Ryde Working Group (Ryde@bikenorth.org.au).

RIVER FORESHORE

Council proposes to build a new cycleway along the Parramatta River Foreshore to replace the difficult section at Parsonage Street Meadowbank, just west of the Ryde Bridge. This will be an off-road path that will connect directly into the park. In the meantime please take care using the alternate route along with the major traffic flow.

TRAFFIC CALMING

Ryde Council is proposing to install traffic calming measures in a number of places and we are working to ensure these turn out to be bicycle friendly.



Thanks for the HELP

Bike North relies on the hard work and dedication of many people doing a very wide range of jobs, usually with not much recognition, and often in the background.

A couple of project style tasks were recently completed by some Bike North members. There are of course many other people who could and should be mentioned for their work, but here is a mini profile of two new helpers.



David Templeman

David Templeman agreed to design a Bike North 10th Anniversary logo. The Executive committee has accepted his design and it will appear on the water bottles and badges available as part of the 10th Anniversary celebrations of Bike North (see page 8 for details).

Gary Somers designed a "Ride Participants' Brochure" which has now been given to all our ride leaders. Its aim is to assist new riders on Bike North rides in knowing how our rides work, and to provide them with basic information about what to bring on rides.

David Templeman

David has been a Bike North member since moving back to Sydney a few years ago. 'I've been on a few of the rides but early starts are a struggle for me. The e-mail chat has been useful for finding routes and for advice on esoteric repair problems.'

He and Monica first arrived in 1988 after cycling 20,000km in nine months across Europe, Africa, India and South-East Asia. He says, 'I was a few kilos lighter in those

days. Sydney's a great place to explore by bike but the roads make keep-fit cycling a challenge. As a result, my time was taken up with a new hobby, sailing, until I accidentally bought this Cannondale hybrid. Now there just aren't enough hours in the day to sail and ride!'

David's a senior consultant in information technology but has regularly taken time out to do other things, such as running a graphic design business; cycling expeditions in the Kimberley and Flinders; and studying for a law degree. 'I'm currently 'resting' between jobs. In a few years I hope to give away life as a city suit and ride or sail over the horizon again with Monica. Of course, I'll be taking a Mac laptop and a camera so that I can earn my keep.'

Gary Somers

Like most people, I rode a bike every where as a kid, but gave it away when I was old enough to get a drivers licence and buy a car. 23 years later, I took up riding as an "easy form of exercise", joining Bike NSW in 2003. In early 2004 I joined BN, after joining in as a guest on several of the BN Olympic Park rides in late 2003. (I saw the rides listed in the Australian Cyclist magazine). Riding with a group was much better than cycling alone and the BN rides were always enjoyable. The friendly encouragement / advice and conversation from other BN riders towards a novice rider was very motivational. In fact, I managed to get the courage from BN rides to do the 2004 RTA Big Ride - about 560 kilometres of cycling in a week, something I probably would never ever have considered attempting 12 months earlier!

In late 2005 I started riding the short distance to work when the weather and work appointments permitted, so far, I've motivated one colleague to purchase a bike and start riding. Eventually, I hope to make my way up to becoming a BN ride leader; my way of "giving a little bit back to BN".



HELP wanted

Contribute to Chainmail and WIN!

The Bike North Committee has decided to give prizes for contributions to Chainmail. Under our arrangement with Rebel Sport, Bike North has received four Hi-intensity LED light front lights.

These lights will be awarded to those that contribute to Chain Mail on the following basis:

- interesting articles
- way-out articles
- original contributions
- best travel log.

So get to the computer and write your winning article (250-500 words please) and send it to chainmail@bikenorth.org.au

Willoughby Smart Transport Show

Bike North will have a stand at the Willoughby Smart Transport Show in Chatswood Mall on Friday 19th and Saturday 20th May. We need your help. Please help us setup, pull down or assist on the stand on either day or alternatively provide an interesting bike, such as a recumbant or child or luggage trailers. Please contact Carolyn on carolynn@iinet.net.au or (02) 9438 1903 (evening) or 0427 018516

Ryde Working Group

We need some more people to help out with the Ryde Area group. Please come along to our monthly meeting (see Diary Dates), send an e-mail to ryde@bikenorth.org.au or call Doug on 9874 5594.

Diary Dates

BIKE NORTH EXECUTIVE

MEETINGS:

2 May, 6 June, 4 July

Executive meetings are held at St. John's Church Library, Coxis Rd, North Ryde and start at 7:30pm. All members are welcome.

Working Group Meetings:

RYDE

Eastwood Womens Rest Centre 7:30pm

9 May, 13 June, 11 July

HORNSBY

Willow Park Centre, Hornsby 7pm

19 June, 14 August

WILLOUGHBY

Craft Room, Dougherty Centre, Chatswood 7:30pm

24 May, 28 June, 26 July

NORTH SYDNEY

Geddes Room, North Sydney Council 6pm

8 May, 19 June, 31 July

For other working groups please contact the Convener for dates.

A new generation of cyclists

A keen group of new cyclists experienced the cycle paths of Sydney Olympic Park with the assistance of Debbie Edwards, and Pam and Col Kendrick from Bike North as part of Seniors Week.

Discounted bike hire was offered by Sydney Olympic Park to attract potential cycling enthusiasts.



"We're really glad we included this ride in our activities for Seniors Week", said Mary Rodda (pictured). "You really do see more of Sydney by bike."

"We had lots of great feedback from the group and their biggest disappointment was that the ride finished," said Col. Everyone enjoyed the sights and agreed they wanted to just keep on riding.

LOCAL WORKING GROUPS

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	Neil Glick	9967 8787 (9am-9pm)
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 convener 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

AUSTRALIAN ROAD RULES

RULE 247

Riding in a bicycle lane on a road

The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider must ride in the bicycle lane unless it is impracticable to do so.

Our Favourite Rides: Footloose in the Foothills

In this series we show you some great bike rides which are close by, and why the ride is loved by Bike Northerners.

FACT FILE

Ride: Footloose in the Foothills
Location: Windsor / Richmond area – foothills of the Blue Mountains
Distance: 60kms
Bike: Road / Tourer / MTB
Fitness: Average fitness
Skills: No special skills apart from a brave heart or a good grip on the brakes.

Chain Mail (CM): What are the special features of Footloose in the Foothills?

Keith Griffin (KG): It is among the most scenic of Bike North rides, and according to a few of BN's more widely ridden cyclists, it has the best coffee stop. Not many other BN rides boast the songs of bell birds, the open spaces of grass farms, the green valleys of rich farm country, and some show stopping descents!

CM: If I don't go on an organised BN ride, could I find my own way on this ride?

KG: On the Bike North website under the "Our rides" section you can search a database of our rides, log-in to that as a guest, and you can find the detailed cue-sheet for Footloose.

CM: Is the route easy to follow?

KG: The route is pretty easy to follow and can be modified at a number of points to be made shorter, if desired. The route was designed to maximise the scenic value of the ride, while keeping to lesser trafficked roads as much as possible. In general, roads of this area are well signposted so getting around is not difficult.

CM: Kurrajong is in a hilly place – how hard is the ride?



KG: Like all rides the difficulty depends on how the rider approaches it. Many people confuse Kurrajong with its better known cousin Kurrajong Heights, which would be a much more difficult place to reach by bike. Kurrajong is not nearly so taxing to cycle to.

Footloose was designed to fit into the 'Medium' category of rides, so there is a mixture of terrains, from flat to hilly. This means that if a rider takes it comfortably it will be a medium ride. It's not a long ride, so it's a great opportunity to take it a bit easier and enjoy the scenery. The

first 10kms are flat, so riders are warmed up when the climbing begins. By Kurrajong the longer hills are finished and we ride along a ridge line enjoying the views on either side. Towards the final leg of the ride there are one to two short sharp hills, but the reward is the scent from Freeman's Reach back to the grass farms.

CM: What level of rider would enjoy this ride?

KG: Almost all Bike North riders, other than 'newbies', could do this ride on their own. To do it with Bike North I would say a rider who can do Pie in the Sky and be at the front of the group all the time and feel comfortable, will find Footloose to be a logical next step. We tend to average about 20kms/hr, which, given the terrain, is taxing for those who are just trying out medium rides, and pretty cruisey for those who are beginning to move towards hard rides.

CM: When is the best time to do the ride?



KG: Well, if you mean time of year I would say anytime except the middle of summer when riders could run the risk of dehydration and sun burn. As for time of day we have always done it on Sunday mornings, finishing about lunch time. I think like most areas Saturday traffic is likely to be heavier than Sunday. Mid-week would of course be grand!

CM: It's a long way to go to Windsor to start the ride. How should people get there?

KG: Yes, it's well outside BN territory and that is part of the appeal. Trains to Windsor run on weekends, unless the dreaded trackwork stops them, so for many people this would be a great way to get to and from the ride. Others prefer to drive. When the Windsor road cycleway is complete this will provide the most direct cycle route to the start, but there are several other routes for those who like to ride the start. Part of the BN ride "West to Windsor" can be used as a low stress route.

CM: Is there anything else to note about this ride?

Yes. If you ride medium rides, and you haven't done this one, give it a go. The scenery is great, the french-toast with strawberries and maple syrup will rejuvenate you nicely at Kurrajong, and the downhill will thrill you.

Sustainability in action: Perth to Port Cycle

by Jen Gilmore & Martin Zierer

Finding ourselves in Perth over a weekend in March, and like many keen cyclists being committed supporters of sustainability; we couldn't resist the opportunity to take part in the annual Perth "City to Port Cycle". Now in its third year, the City to Port is an initiative from the Cities of Nedlands and Fremantle and Town of Cottesloe, in conjunction with the WA Department for Planning and Infrastructure, as part of Bikeweek 2006.

On a sunny Sunday morning, the ride started from City Farm in East Perth, a former downtown scrap-metal yard which has been reclaimed and converted into a permaculture garden growing vegetables, fruit and herbs without the use of chemicals. The result of thousands of hours of volunteer work the City Farm also provides training for the long-term unemployed as part of the 'Work for the Dole' scheme.

Having toured the Farm and being issued with our 'Cycle Instead' water bottles we set off in groups for the University of W.A. where we checked out their Hydrogen Car project. Not quite as green as riding a bike, but 1000 times better than the current petrol or diesel fuelled car, especially as there are no emissions other than water vapour. The students shared their vision for

hydrogen cars being commercially available (and affordable) within 10 years.

On along the Swan River and through the posh suburbs of Subiaco, Nedlands and



Claremont, we reached Cottesloe Beach to view the 'Sculptures by the Sea' exhibition set against the backdrop of the glorious Indian Ocean. Next stop was back on the Swan at North Fremantle to hear about the river protection initiatives at the Vlamingh Parklands. From there we rode on through the beautiful, if surprisingly hilly, backstreets of Fremantle, giving us an opportunity to appreciate the eclectic blend of modern and historic architecture of the area.

Finishing around lunchtime at South Beach, we were treated to a free gourmet vegetarian barbecue courtesy of the Councils.

Unfortunately, Transperth had chosen this particular day to do track work on the Perth-Fremantle line, so the easy option of taking the train for a 30 minute journey back to Perth was off the agenda. Having rejected the other obvious option of retracing our tracks and riding back to Perth, we took advantage of the beautiful Sunday afternoon and took a Fremantle-Perth ferry, which allowed us yet another angle to appreciate the riverside scenery. As luck would have it, we had hired our bikes from 'About Bike Hire' that are located right on the river only about 500 metres from the Ferry terminal, adjacent to the City.

Not only was the ride (and the lunch and drink-bottle) free, we got three for the price of one: saw some lovely parts of Perth and Fremantle, enjoyed a great Sunday morning ride and learnt a range of ways that we can reduce our footprint on the environment.

The experience got me wondering if North Sydney, Willoughby and Lane Cove Council's Sustainability Officers would be up for some east coast 'sustainability in action': Park to Harbour cycle, next Bike week perhaps?



Bike North moves to faster internet services

Bike North has moved its internet related systems, such as email and web presence to a commercial provider. The change has many advantages over the older system where it was hosted by a member on his home server and ADSL link.

Firstly the new system is very much faster for users, and in fact this is probably the only way you would have known the systems had been moved.

Bike North relies heavily on the internet for all sorts of processes both internal and

external such as dealing with various levels of government and other cycling bodies.

This reliance has meant that a 'bullet proof' system needs to be in place, and a commercial provider with heavy duty servers, high speed links and excellent backup systems can provide this for us.

So now your weekly email news and the chat list will be quicker, the web pages will load up very fast, and we can all spend more time cycling.

As a result of the move, there is one minor change to the way things work. Email lists no longer reply to the list, so if you wish to reply to a bn_chat or other bn list email, you'll have to fill in the "to:" field yourself.

Keith Griffin

Communications

Celebrate Bike North's 10th Anniversary

**To help members celebrate and remember
Bike North's 10th Anniversary
a range of merchandise has been sourced.**

We have for purchase:

- polo shirts with the regular BN logo (embroidered onto shirt in black)
Ladies Sizes 8, 10, 12, 14, 16, 18, 20
Mens Sizes S, M, L, XL, 2XL, 3XL, 4XL
- water bottles with the 10th Anniversary logo
(white bottle, orange lid, logo in purple)
- cloth patches with the 10th Anniversary logo
(white badge with purple and orange embroidery)

Purchases can be made as follows;

THE DELUXE PACK FOR \$40.00

Includes:

Polo shirt (your choice of colour and size) with BN logo

10th Anniversary Water bottle

10th Anniversary Patch

THE 10TH ANNIVERSARY PACK FOR \$8.00

Includes:

10th Anniversary Water bottle

10th Anniversary Patch

SEPARATE ITEMS

10th Anniversary Water bottles \$4.50 each

10th Anniversary Patches \$4.50 each

CLOSING DATE FOR DELUXE PACK ORDERS FRIDAY 16TH JUNE 2006

Orders with payment on enclosed order form or on-line at
<http://www.bikenorth.org.au/memberspublic/clothing10th.php>

Enquiries: contact Debbie Edwards, Merchandising Officer

Ph: 9436 0969

Email: debbie.edwards@idx.com.au



On the Rivet

by Keith Griffin

At an internal staff training course some years ago the trainer asked the class of about 18 people, all moderately senior administrative staff, about the goals each had set him/herself so far in life. Only 6 of us had ever set a goal, and fewer had achieved one. Shock! It seemed most people were content to float along unquestioningly, doing whatever seemed to need doing, but never thinking beyond, to what could be done.

I've set myself a number of cycling related goals for 2006. All but one shall remain private. The private ones have been registered with the Bike North 5-Speed Challenge and I am very confident I can meet all of these challenges within the short term of one year.

In order to complete my other longer term goal I have developed two "half-glass" personalities who will constantly fight with one another until the goal is reached. These personalities are half-glass-full (hgf) and half-glass-empty (hge), characters with whom we are all familiar in one way or another.

Hgf is telling me that I can achieve this goal because I have already managed to achieve a similar but lesser one. Hge is telling me the bar is too high and I just won't make it before I get too old.

So if I meet this goal, I'll go on to the next goal. But what if hge is right? It won't matter: this is the beauty of not underestimating the possible. Failure (hge) would only be partial because I would have achieved so much in the struggle that partial success (hgf) will be my reward.

What is the goal? Superficially its very simple, but the fight to achieve the goal will involve many other smaller goals and kilometre posts (well, we don't use those imperial whats-its anymore do we?). I aim to cycle 35 km at an average speed of 35km/hr on easy terrain such as the M2/M7(road) or out in central NSW somewhere. There are many many other cyclists who could do this easily, but for me it's a big mountain.

Years ago when I first re-aquainted myself with the joys of cycling I was amazed to cover 20 km at 20 km/hr. In recent years I have occasionally managed 30 km at 30 km/hr, so now its time.

So, set a goal, not too easy, not absolutely impossible, and go for it!

Cycle Touring - Munda Biddi (Stage 1) W.A.

By Tony Evans

THE TRAIL

Munda Biddi is Western Australia's first long distance off-road cycle trail. At the time we rode it (Oct-Nov 05) only stage 1, Mundaring to Collie was complete. This stage is a mixture of old rail formations, fire trails and single track, connected to regional mountain bike circuits. Campsites along the Trail provide shelter for overnight stops and there are a few small townships for supplies and accommodation.

The Trail runs south along the Darling Plateau close to the escarpment, crossing a series of river valleys cut through the edge of the plateau. The whole area is dominated by jarrah woodlands.

THE PLAN

My plan was also to carry as little as possible, by using overnight accommodation. After checking maps and consulting with the Munda Biddi Team, it became clear that we would need to spend two nights in campsites. I allowed for this by adding 4 black plastic bin liners to my pack (as a stop-gap sleeping bag). I had planned this ride for my companion from the East, Neil, and had booked all accommodation about a month ahead.

THE GEAR

My bike was new, state of the art with full suspension weighing just under 11.5kg. I carried about 3 kg of personal stuff in a backpack and about another 4 kg of spare tubes, food, tools, bin liners, first aid etc on a seat-post rack. My companion Neil, riding a well seasoned full suspension mountain bike of mature technology and weight, had a more relaxed attitude toward baggage. As the trip progressed I felt increasingly sorry for my burdened companion, and helped by eating his food and wearing his clothes. At the time I could sense he was not the sort of person given to overt displays of gratitude.

THE RIDE

Day 1 Perth Airport to Mundaring Weir Hotel (38 km)

We rode from the airport to the Midland/Mt Helena Railway Reserve Trail which connects with the start of the Trail at Sculpture Park, Mundaring. From there it is an easy ride to the Mundaring Weir Hotel, partly alongside the historic pipelines that still transport water from Mundaring to the Goldfields. Note: There is no signed route from the airport to the start of the Trail.

Day 2 Mundaring Weir Hotel to Carinyah Campsite (37 km)

After a large breakfast, a steep climb out of the Helena River valley, brought us into stretches of jarrah and she-oak woodlands. Approaching Pickering Brook we entered an area of orchards. The locals called this place "Plum City" where every variety of plum known to man is grown. As this fruit is destined for overseas markets, none was available to the passing cyclist. The local store (within about a twenty minute ride from the Trail) provided us with supplies. After the shopping diversion we returned to the Trail and on to the Carinyah Campsite.



Day 3 Carinyah Campsite to Jarrahdale (64 km)

The overnight temperature plummeted to 3 deg C, much colder than I expected. Under these conditions plastic-bags alone did not provide protection against the cold. While riding the Trail at this time of the year may be a bit chilly at night, Spring had extended its stay and the countryside was much greener than we had expected. Neil kindly tolerated my stops to commune with the plant life, but was less enamoured by some of the Trail surface much of which is covered with a layer (sometimes deep) of loose ironstone ball-bearings. Particularly on slopes it made for an unpredictable ride. After climbing out of the Canning River valley we crossed the Albany Highway and headed on to the Wungong Campsite for lunch. After a brief afternoon stop at the Balmoral POW site, we rode along the old logging tramway before arriving at the historical timber mill townsite of Jarrahdale. We stayed at the inexpensive and comfortable Environment Centre. We were well satisfied by the food (and drink) from the nearby local hotel.

Day 4 Jarrahdale to Dandalup Campsite (34 km)

A marvellously comfortable night's sleep was followed by an indulgent cooked breakfast at the General Store. We then descended down to the Serpentine River, to climb the southern valley wall. In the jarrah woodlands the ground was carpeted with trigger plants. There is a huge variety of these in the southwest. Some prescribed burning diverted us onto some sealed and unsealed roads and where we exercised the big chainwheels. North Dardanup Dam was an opportunity for a stop before the final climb to the Dandalup Campsite, our overnight stop. Riding in we were surprised to meet up with a trail of young people who we found were fully occupying the campsite. Fortunately the teachers/leaders were very compassionate and generously lent us a tent, a stroke of luck, as later during the night it rained heavily. It was good to behold all that youthful enthusiasm on the Trail.

Day 5 Dandalup Campsite to Dwellingup (46 km)

A few descents provided the opportunity to dry out the brakes from the drenching of the previous night. By now we were into our stride, adapted to the Trail, the terrain, the surfaces and still enjoying the jarrah woodlands. We had got into the routine of reading the terrain profiles on the maps, before starting the day, so we could pace ourselves to accommodate for the length of the red bits (most challenging sections of the ride). In the second half of this ride the Trail ran up a gentle slope parallel with an aluminium ore conveyor belt transporting bauxite from the mine at Willowdale to the aluminium refinery at Wagerup. Planted on this slope were rows and rows of many different species of eucalypts mainly mature trees (mining rehabilitation?). We finally crossed the conveyor line via a bridge and soon found ourselves pushing up a steep slope and arrived in Dwellingup just after lunch. Our accommodation was a comfortable chalet in the Dwellingup Chalet and Caravan Park.

Day 6 Dwellingup to Lake Brockman (67 km)

While the area is predominantly jarrah, there are frequent smaller patches of banksia, dryandra and hakea shrublands, thickets of pea plants, bright yellow and pink flowered verticordia fringing exposed granite, graceful trunkless grass trees with tall but narrow flower spikes. The terrain is also unexpectedly variable; the morning ride on the old rail formation, along the Murray River through the tall timber in the King Jarrah Reserve was one such enjoyable experience. After gaining some high ground and enjoying the views we descended to Lake Brockman for our overnight stop at the Tourist Park. We were surrounded by trailers containing trail bikes and powerboats.

Day 7 Lake Brockman to Collie (99 km)

The longest ride started with the road leading out from the tourist park was sealed and mainly downhill. It was not long before we had picked up some useful speed and the country flashed by. So did the start of the Trail, and it was not until much later after descending some magnificent hills and when approaching the South Western Highway, that doubt surfaced. It was a long tiring ride back. Sadly when we returned to the Trail there was evidence of trail bike use. We later encountered a group, who (naturally) failed to stop and be ordered off. Throughout much of the ride evidence of the activities of the early timber cutters was still clearly apparent. The old dead timber resisted decay well and trunk-stubs were often of a size rarely encountered in today's trees. Our lunch stop was the picturesque Yarri Campsite. The afternoon provided enjoyable riding on rail formations through tall forest. Closer to Collie we encountered open country and gravel roads. It was an afternoon of mainly fast easy riding. We came upon Collie so quickly that we missed the cheer squad and the trail end. The Premier Hotel in the heart of town, was our stop at the end of the Trail.

The following day was spent in Collie waiting for our bus connection back to Perth. Collie turned out to be a worthwhile stay, with its mining and cycling history. We collected bike boxes from the local bike shop (by previous arrangement). The bus left Collie late in the afternoon for Bunbury. With a short stopover and change of buses we arrived back in Perth about 9:30 pm that night.

LASTING IMPRESSIONS

There is enough variety on this Trail to please almost everyone. It is well designed and following the signage is easy. Bush, streams, ironstone ball bearings, rail and fire trails and single track all experienced from your own mountain bike...heaven!

I'll be back as soon as the trailside fresh brewed coffee and gourmet local foods are in place and the Trail is finished all the way to Albany.



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 3/6/2006
Ride: Meadowbank to Bobbo
Grade: Medium, BNSW Grade: OHT Distance: 50
Contact: Doug Stewart, 9874 5594
Starts at: 08:00:00. Meadowbank Wharf. Medium, hilly ride via Eastwood, Browns Waterhole, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.

Date: Sat 3/6/2006
Ride: Western Explorer Max
Grade: Medium Hard, BNSW Grade: FP Distance: 85
Contact: Steve Hillier, 9899 5432
Starts at: 07:30:00. 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 4/6/2006
Ride: Big City Loop
Grade: Medium, BNSW Grade: O Distance: 60
Contact: Scott Ratcliff, 0425 349 104
Starts at: 08:00:00. Meadowbank Wharf. Cooks River Cycle Path, Mascot, Moore Park Precinct, Return via southern CBD, Pyrmont and ANZAC Bridges before a well earned coffee break at Concord.

Date: Mon 6/6/2006
Ride: Exec Meeting
Grade: none, BNSW Grade:
Contact: Bike North Special event,
Starts at: 19:30:00. St Johns Anglican Church Hall, Coxs Road, Ryde

Date: Sat 10/6/2006
Ride: Olympic Park Ride
Grade: Easy, BNSW Grade: CPS Distance: 25
Contact: Col Lambert, 9637 0746
Starts at: 08:00:00. 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 11/6/2006
Ride: Bays & Foreshores
Grade: Easy Medium, BNSW Grade: PST Distance: 35
Contact: Trevor Roberts, 9481 0846
Starts at: 07:30:00. Meadowbank Wharf. Easy/medium ride to Gladesville Bridge, then follow the bays & foreshores around to Concord for coffee.

Date: Sun 11/6/2006
Ride: Northern Beaches and Back Roads
Grade: Medium Hard, BNSW Grade: FHXT Distance: 86
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30:00. Eastwood Stn east. Medium/hard ride via Browns Waterhole, Turrumurra, Church Point to Manly for coffee. Ferry to Quay then to Eastwood via Lane Cove NP and M2. Fit and experienced riders only.

Date: Mon 12/6/2006
Ride: A to Z and Beyond
Grade: Medium, BNSW Grade: OTH Distance: 30
Contact: Scott Ratcliff, 0425 349 104
Starts at: 07:30:00. Artarmon Stn east. Med, hilly ride to Balmoral. After coffee climb to Middle Hd then to Zoo Wharf, ferry to Quay, ret. via Bridge & Nth Sydney.

Date: Mon 13/6/2006
Ride: Ryde Area Meeting
Grade: none, BNSW Grade:
Contact: Bike North Special event,
Starts at: 19:30:00. Ryde Working Group meeting.
Venue: Eastwood Women's Rest Centre, Hillview Rd Eastwood. (Near the station and just behind the Library.)
Contact: ryde@bikenorth.org.au

Date: Sat 17/6/2006
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 25
Contact: Debbie Edwards, 9436 0969
Starts at: 08:00:00. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then Concord for coffee. Return a different way.

Date: Sat 17/6/2006
Ride: Macdonald River Meander
Grade: Medium, BNSW Grade: OU Distance: 45
Contact: Steve Hillier, 9899 5432
Starts at: 08:00:00. 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: Sun 18/6/2006
Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 40
Contact: Graeme Edwards, 9436 0969
Starts at: 08:00:00. Hornsby Station west. Medium ride along Old Pacific Hwy to café overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.

Date: Sun 18/6/2006
Ride: Western Wander
Grade: Medium, BNSW Grade: OPW Distance: 70
Contact: Eric Middleton, 9958 2546
Starts at: 07:30:00. Meadowbank wharf. Medium but relaxed paced ride via M4 c/p & Rail Trail to explore Prospect's canal routes. Coffee at Abbotsbury.

Date: Sat 24/6/2006
Ride: Botany Bay Bacon
Grade: Medium, BNSW Grade: OP Distance: 65
Contact: Col Lambert, 9637 0746
Starts at: 08:00:00. Meadowbank wharf. Medium ride via the Cooks River c/w to Botany Bay. A refuel at our favourite café at Brighton, then return.

Date: Sat 24/6/2006
Ride: Three Gorges Pies
Grade: Hard, BNSW Grade: FXHT Distance: 75
Contact: Doug Stewart, 9874 5594
Starts at: 08:00:00. Hornsby Stn west side. Hard, hilly ride through Galston Gorge, Arcadia, Berowra Waters to Pie in The Sky for coffee. Return via Bobbin Head to Hornsby.

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 25/6/2006
Ride: Triple S Ride
Grade: Medium, BNSW Grade: OTPU Distance: 55
Contact: Joan Kerridge, 9909 8925
Starts at: 08:00:00. St Leonards stn concourse Cycle North Shore bike routes and quiet roads to Spit Bridge and Seaforth. (hills? - yes). Follow Wakehurst Parkway to coast, then cycle paths around Narrabeen Lake (2km dirt) to Dee Why for coffee/brunch. Then to Manly and return by ferry to Quay and ride via Harbour Br to start.

Date: Sun 25/6/2006
Ride: Motorway Madness
Grade: Medium Hard, BNSW Grade: TPWH Distance: 80
Contact: Scott Ratcliff, 0425 349 104
Starts at: 07:30:00. Meadowbank wharf. Med / hard ride via Parramatta, Prospect Res to cruise 20km on M7 c/p, then M2 to Marsfield & Meadowbank. Includes coffee stop.

JULY

Date: Sat 1/7/2006
Ride: Meadowbank to Bobbo
Grade: Medium, BNSW Grade: OHT Distance: 50
Contact: Doug Stewart, 9874 5594
Starts at: 08:00:00. Meadowbank Wharf. Medium, hilly ride via Eastwood, Browns Waterhole, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.

Date: Sun 2/7/2006
Ride: Big City Loop
Grade: Medium, BNSW Grade: O Distance: 60
Contact: Scott Ratcliff, 0425 349 104
Starts at: 08:00:00. Meadowbank Wharf. Cooks River Cycle Path, Mascot, Moore Park Precinct, Return via southern CBD, Pyrmont and ANZAC Bridges before a well earned coffee break at Concord.

Date: Sun 2/7/2006
Ride: Hills and Surfside
Grade: Hard, BNSW Grade: FTH Distance: 80
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30:00. Eastwood Stn east. Hard ride to Pymble, St Ives, Oxford Falls & Narrabeen. Return via Warriewood, Church Point, Terrey Hills & Turramurra. Fit & experienced riders only.

Date: Tue 4/7/2006
Ride: Exec Meeting
Grade: none, BNSW Grade:
Contact: Bike North Special event,
Starts at: 19:30:00. St Johns Anglican Church Hall, Coxs Road, Ryde

Date: Sat 8/7/2006
Ride: Parramatta Park Parade
Grade: Easy Medium, BNSW Grade: PST Distance: 35
Contact: Col Lambert, 9637 0746
Starts at: 08:00:00. 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 8/7/2006
Ride: Pie in the Sky
Grade: Medium, BNSW Grade: OTW Distance: 40
Contact: Graeme Edwards, 9436 0969
Starts at: 08:00:00. Hornsby Station west. Medium ride along Old Pacific Hwy to café overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.

Date: Sun 9/7/2006
Ride: Concord for Cake
Grade: Easy, BNSW Grade: PST Distance: 25
Contact: Debbie Edwards, 9436 0969
Starts at: 08:00:00. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.

Date: Sun 9/7/2006
Ride: Western Explorer
Grade: Medium, BNSW Grade: OP Distance: 70
Contact: Steve Hillier, 9899 5432
Starts at: 07:30:00. Meadowbank wharf. Medium ride via Parramatta & Canley Vale to Abbotsbury for coffee. Return via Prospect & canal routes.

Date: Tue 11/7/2006
Ride: Ryde Area Meeting
Grade: none, BNSW Grade:
Contact: Bike North Special event,
Starts at: 19:30:00. Ryde Working Group meeting.
Venue: Eastwood Women's Rest Centre, Hillview Rd Eastwood. (Near the station and just behind the Library.)
Contact: ryde@bikenorth.org.au

Date: Sat 15/7/2006
Ride: Brooklyn Brunch
Grade: Hard, BNSW Grade: OTHX Distance: 90
Contact: Doug Stewart, 9874 5594
Starts at: 07:30:00. Eastwood stn east. Hard ride at a Medium pace to Bobbin Head, then Brooklyn for brunch. Return via Hornsby & Turramurra. Fit, experienced riders only.

Date: Sat 15/7/2006
Ride: The Big Loop
Grade: Medium, BNSW Grade: OTP Distance: 55
Contact: Col Kendrick, 9872 2583
Starts at: 08:00:00. Eastwood stn west. Medium ride to M2, Winston Hills. Down to Parramatta for coffee. Return via M4 to Meadowbank & uphill to Eastwood.

Date: Sun 16/7/2006
Ride: Botany Bay Bacon
Grade: Medium, BNSW Grade: OP Distance: 65
Contact: Eric Middleton, 9958 2546
Starts at: 07:30:00. Meadowbank wharf. Medium ride via the Cooks River c/w to Botany Bay. A refuel at our favourite café at Brighton, then return.

Date: Sat 22/7/2006
Ride: Exploring Castle Hill

Grade: Easy Medium, BNSW Grade: PST Distance: 25
Contact: Pam Kendrick, 9872 2583
Starts at: 08:00:00. 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 23/7/2006
Ride: The Gorge and Berowra
Grade: Medium Hard, BNSW Grade: FHX Distance: 45
Contact: Malcolm Hart, 9713 1994
Starts at: 07:30:00. 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: Sun 23/7/2006
Ride: Allambie Loop
Grade: Medium, BNSW Grade: OTH Distance: 45
Contact: Joan Kerridge, 9909 8925
Starts at: 09:30:00. St Leonards stn concourse. Med ride via Spit, Wakehurst Pkwy, down Allambie Hts to Manly Dam then Manly for coffee. Ret via Balgowlah & Cremorne.

Date: Sun 23/7/2006
Ride: Motorway Madness
Grade: Medium Hard, BNSW Grade: TPWH Distance: 80
Contact: Scott Ratcliff, 0425 349 104
Starts at: 07:30:00. Meadowbank wharf. Med / hard ride via Parramatta, Prospect Res to cruise 20km on M7 c/p, then M2 to Marsfield & Meadowbank. Includes coffee stop.

Date: Sat 29/7/2006
Ride: Royal Cricketers Arms
Grade: Medium, BNSW Grade: OPT Distance: 60
Contact: Col Lambert, 9637 0746
Starts at: 09:45:00. Meadowbank wharf. Medium ride via M4 & lower canal c/ps to the pub for lunch. Return the same way.

Date: Sun 30/7/2006
Ride: Bays & Foreshores
Grade: Easy Medium, BNSW Grade: PST Distance: 35
Contact: Trevor Roberts, 9481 0846
Starts at: 07:30:00. Meadowbank Wharf. Easy/medium ride to Gladesville Bridge, then follow the bays & foreshores around to Concord for coffee.

Date: Sun 30/7/2006
Ride: A to Z and Beyond
Grade: Medium, BNSW Grade: OTH Distance: 30
Contact: Scott Ratcliff, 0425 349 104
Starts at: 07:30:00. Artarmon Stn east. Med, hilly ride to Balmoral. After coffee climb to Middle Hd then to Zoo Wharf, ferry to Quay, ret. via Bridge & Nth Sydney.

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.

Clothing Order Form

Name:	
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Phone Number:	
Post:	<input type="checkbox"/> Yes <input type="checkbox"/> No

**Deluxe Pack \$40 each Anniversary Pack \$8 each Postage \$7.00
Shirts \$32 each Water Bottles and Patches \$4.50 each**

Qty		Price	Circle size and colour required	Cost
	Mens Deluxe Pack	\$40 ea.	S M L XL 2XL 3XL 4XL White Red Orange Royal Green Pink	
	Womens Deluxe Pack	\$40 ea.	8 10 12 14 16 18 20 White Red Orange Royal Green Pink	
	Mens Shirt	\$32 ea.	S M L XL 2XL 3XL 4XL White Red Orange Royal Green Pink	
	Womens Shirt	\$32 ea.	8 10 12 14 16 18 20 White Red Orange Royal Green Pink	
	Anniversary Pack	\$8.00 ea.		
	Patch	\$4.50 ea.		
	Water Bottle	\$4.50 ea.		
			Postage \$7 (if required)	
			Total	

Mens Shirt Sizing

	S	M	L	XL	2XL	3XL	4XL
Half Chest	53.5	56	58.5	61	63.5	66	68.5
CB Length	69	71.5	74	76.5	79	81.5	84

Womens Shirt Sizing

	8	10	12	14	16	18	20
Half Bust	47	49	51	53	55	57	59
CB Length	60	62	64	66	68	70	72

You can pay by cheque or money order payable to Bike North Inc.

**Post your order form and payment to:
Bike North Inc.
PO Box 719
Gladesville NSW 1657**

Any inquiries contact the Clothing Coordinator:
Debbie Edwards Phone: (02) 9436-0969 (h)