

# Chain Mail



No. 48 September 2006

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## Contents

Connect our cycleway!	1
High Country Cycle Challenge	
– Mansfield 2006	4
Team Bike North – Get the look!	5
Letters really do work!	6
My Commute	7
Front tyre punctures	8
Where did you get that vest?	8
Our Favourite Rides	9
Diary Dates	10
Ride to Work Day,	
Wednesday October 4	10
Rides Calendar	11

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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.**

## Connect our cycleway!

Connector Motorways – don't forget to connect a cycleway!

### WHAT ARE WE LOOKING FORWARD TO?

The Lane Cove Tunnel Cycleway is planned to be 7.4 kilometres of shared pathway (pedestrians and cyclists) linking Merremburn Ave, Naremburn on the lower North Shore to Wicks Rd, North Ryde. The standard is 4 metres width, in constrained areas this is reduced to 3 metres. It should run alongside the Gore Hill Freeway and Epping Road (on one side of the road). There are some sections along Epping Rd between Longueville Rd and Moore St where the cycle section is separated (3 metres) from the footpath,



*alongside Gore Hill Freeway just west of the railway line, near Punch St, Artarmon*

at road level, but still two-way cycling.

For a shared path, this will be top quality in Sydney, the equal of the M7, but in our area of Sydney, where use of bicycle for transport is on the increase.

While this proposed outcome is a compromise on what we have always recommended (one-way separate cycle facility on each side of the road) it is still far better than what we have now and we believe it will encourage far more people to cycle this corridor connecting two major residential, employment and educational areas.

**HOW HAS BIKE NORTH CONTRIBUTED TO THIS?**

- Submission to concept proposal in 1999



*alongside Epping Road, near Pittwater Rd*



*alongside Gore Hill Freeway looking west of Reserve Rd. Artarmon... foreground is part of the \$4million underpass of Reserve Rd*

- Representation on focus groups during EIS phase (2000 – 2002)
- Submission to EIS report (on behalf of Bicycle NSW)
- Consultation with tenderers
- Representation on several community liaison groups (CCLG) which have met monthly since the project commenced (2004 – now)
- Representation (on behalf of Bicycle NSW) on the Traffic Transport Liaison Group
- Representation on a bicycle consultation group, which has met periodically with construction project team during design and build, and have made several submissions during that time.

**WHAT HAS BEEN DONE SO FAR?**

Work is well advanced between Naremburn to the Pacific Highway and is expected to be ready for use at the same time as the tunnel opens. There is a zig-zag ramp access to the Pacific Highway from the shared path.

Work on the Wicks Road, North Ryde to Lane Cove River section is almost completed and is expected to be available for use before the tunnel opens.

This represents tens of millions of dollars spent by the consortium.



**alongside Gore Hill Freeway looking west of Hampdon Rd, Artarmon**

**WHAT STILL REMAINS TO BE DONE?**

The section between the Pacific Highway and the Lane Cove River (including an underpass of the highway and Longueville Rd access ramp) cannot commence until the tunnel is open as this is part of the rearrangement of Epping Road.

**WHAT IS THE THREAT?**

As a direct result of the reception given to the Cross City Tunnel and William Street rearrangements, the state government is reviewing its options on Epping Road. There is a very real threat that the government will abandon the cycleway along Epping Road for short-term perceived political gain. This would leave the 7.4 kilometre cycleway with a very big 3 kilometre hole in the middle, severely reducing the value and usability of the sections that have already been built.

If this is abandoned, it will represent the breaking of many promises.

**WHAT COULD BE THE BROKEN PROMISES?**

- Key objectives of the Lane Cove Tunnel Project include provision of access for cyclists along the corridor and improvement for the local community and businesses by improving safety, connectivity and access for pedestrians and cyclists on Epping Road.

- The construction of a high quality cycleway to Austroads I4 standard for the length of the project is a condition of approval consent from the Department of Planning.
- Government policy is to provide for bicycles as part of any major road infrastructure.
- This cycleway is part of several planned regional routes identified in BikePlan 2010 – ie Sydney Harbour Bridge to Chatswood; Sydney Harbour Bridge to North Ryde.

**WHAT CAN YOU DO?**

- Write to the Roads Minister and tell him that you want the cycleway.  
Minister for Roads,  
The Hon. Eric Michael ROOZENDAAL,  
Level 30 Governor Macquarie Tower,  
1 Farrer Place,  
Sydney NSW 2000
- Support the Bike North postcard campaign by distributing postcards to people, for them to complete and post to the Minister.
- Write letters to local and daily newspapers to support the cycleway.
- Contact your local member of parliament for their support. Refer <http://www.parliament.nsw.gov.au/prod/parlament/members.nsf/V3Home> for contact details.
- Write to other relevant members of parliament such as: the Premier, Morris Iemma; the Minister for Transport, John Watkins; and the Minister for Planning, Frank Sartor.



**Exit Ramp at Merremburn Ave, Naremburn**

# High Country Cycle Challenge – Mansfield 2006

By Lindsay Harvey

The Inaugural HCCC was held in March 2006. The idea of the ride was Bruce Halket's, Bruce thought that Mansfield and Mt Buller would provide some good riding conditions accompanied by the hospitality of the local people. It was a well organised and coordinated ride, and, with the majority of cars giving us a wide berth, it made for excellent cycling.

I decided in October last year that this would be good preparation before taking on the Audax Alpine Classic. The ride is 229km over two days with three good climbs, Mt Buller and Martins Gap (both ways). If I could finish this ride the Alpine Classic was a possibility. The HCCC was held 5 weeks after the Alpine Classic and this resulted in slightly cooler weather of about 34 degrees C in Mansfield when we started the afternoon climb to Mt Buller.

If you are somewhat daunted by length and the climbs of the HCCC, it is worthwhile knowing about the experience of the three of us that entered the event:

- our cycling started in 1996 with a group of friends each Saturday morning riding West Head and Akuna Bay,
- there are usually 4 to 10 riders each Saturday and we have called ourselves the McCarrs Creek Cycling Club (MCCC),
- our wives have renamed the Club the Middle-Aged Cyclist Crisis Club,
- all of us are now over 55 and we enjoy the challenge of the hills in this area,
- by riding this terrain regularly, we prepared for the HCCC.

Two members of the MCCC, Stuart DeJong (nick named Stuart DeLongride for his 180km rides out of Darwin on Saturdays and Sundays), and Richard Farago joined me for the HCCC.

Mansfield was the HQ and the starting and finishing point for two of the three stages of the ride. It is a delightful Victorian Country Town with a couple of good hotels, a picture theatre and plenty of country style hospitality. One of the first things you notice when hopping on the bike is that the road surfaces are far superior to those of NSW.

## BICYCLE PREPARATION

Naturally none of us had done anything special to our bikes. We rode them each week and they worked. However on the Monday Stuart decided to take a closer look at his new Learsport Frame only to find a crack almost all the way round the top tube near the seat post. Fortunately the Bike Shop at Parramatta was able to replace the frame by Thursday so Stuart had his wheels.

On arriving at Mansfield and inspecting my Baum, I found the back tyre worn out. No problems, I just got my spare out and changed the tyre.

Richard's Alchemy bike was in good shape and it just need a clean and oil.

All are road bikes with double chain ring. The large rear cog size on the three bikes are 29, 28, and 26. I mention this as Stuart and I found the larger cog for the three climbs very successful. Richard struggled on the last 4km of the climb on the 26.

## STAGE I – THE MANSFIELD DASH

The ride started on the Saturday morning at 0930 hours from the Mansfield Racecourse when 600 riders set out. The Mansfield Dash, was 58km and did two loops out of Mansfield. After the usual slow start with 600 cyclists, the pace picked up.

The police had closed the road for the start of the race and volunteers manned all the road intersections so that we all went the right way. The country side was magnificent and the joy of not being bounced all over the road by such a good road surface, lulled us into a false sense of security. Being used to climbing hills all the time the long flat road was a novelty to us and we flew along at 30 to 40kmh depending on which peloton we got behind.

After the first 26km loop, our average was 30kmh and we could not believe it! Stuart had never ridden in a peloton before and his excitement of that first 30km just increased his enthusiasm.

The second loop went through some rolling countryside and we felt more at home with this sort of terrain. Once again the road made for reasonably quick riding and after

58km we had averaged 28kmh. This came to an end on the next stage when the road turned upwards.

## STAGE 2 – THE MT BULLER CHALLENGE

This was 51km of uphill. Although we did not realise it until the Sunday morning, the moment we left Mansfield we started to climb. Mansfield is 350m above sea level compared to Mt Buller at 1550m.

About 20km into the climb my legs started to cramp. It was a hot day and I had not consumed enough fluid on stage 1. On stopping to eat, drink and stretch my legs Richard pulled up and offered assistance. There was not a lot Richard could do as we were both low on fluids with no water stops for another 15km. For those contemplating this sort of riding in summer it is important to keep up the fluids because when you start to cramp it is almost too late.

The food seemed to give me some relief so I set off again with Richard and found an unofficial stop 2km up the road. The bicycle mechanic on duty was selling Gatorade so I was able to top up and keep going.

Richard and I reached Mirimbah without further incident and Stuart was waiting for us. I was amazed to find that I took the last of the water supplied by the organizers. This was the only blot on the event and they tried to rectify it by giving us bottled water from support cars as we ground our way up to the top of Mt Buller. There was tap water available in the park so all was not lost. We all ate some more food and drank more fluids as we still had 16km to go. I was unsure as to whether my legs would get me up there but Stuart was determined that none of us would use the sag wagon.

The actual climb now got serious and the road turned upwards yet again. Rumors spread along the cyclists that the last 2km was very steep. This was true. As I continued my climb at 8-9km/hr a lot of cyclists were stopping with cramps, with a few walking to try and get rid of the cramps.

After 4 hours the three MCCC members reached the summit. The average for this section was 16kmh. We were rewarded

with a wonderful vista and food and drink which set off what had been a fantastic day's cycling. Stuart was king of the mountain for our group. The fastest rider took 2 hours.

### STAGE 3 – THE HIGH COUNTRY HUNDRED

The Mt Buller road was closed in both directions from 0700 to 0900 hours to allow us to go down the first 16km to Mirimbah in safety. The organizers also cleared bark and branches from the road before they let the first cyclist depart. They advised us there were wallabies on the road as well. This stage was a 120 km ride with a lunch stop at Jamison.

It was slow down the first 2km due to the hairpin bends and the sun getting in your eyes. Then we let loose, and what a ride downhill!

The three of us re-grouped at Mirimbah and proceeded to ride like a team pursuit, with each of us taking a turn of about 2 minutes at the front. We were cruising along between 38 and 45km p/hr, when we realised that the 51 km to Mt Buller was all up hill. When we stopped for water at the 45km mark, we had averaged 40kmh. It was a blast!

There was a bad fall ahead of us when two peletons merged and one rider clipped a wheel and came down. The organizers had the cyclist airlifted to hospital and it was reported that he was in a fair condition.

It was slower to Jamison with Martins Gap at 450m above sea level. On arriving at the hamlet of Jamison, we found an excellent Café with all sorts of gourmet food. An absolute cyclist's delight.

The return to Mansfield was 33km over the steep side of Martin's Gap, which capped off some very good riding. There the three of us congratulated each other on completing the course.

Riders came from all over the country; the majority from Melbourne and regional Victoria, while 7% were from Sydney, 4% from regional New South Wales, 2% from ACT and 1% from the other states and 1% from overseas.

The next HCCC will be held on 2 and 3 March 2007.

## Team Bike North – Get the look!

Bike North has expanded it's clothing range.

As well as Bike North jerseys, Bike North members can now buy BN polo-shirts in a range of fashion colours,



and in both women's and men's sizes. The polos have the Bike North logo embroidered on the left hand side in either white or black (depending on the colour of the polo). The Exec has purchased polos in for use by members assisting events, to give a

orange at cycling promotional coordinated look to our stall.

The polo shirts can be ordered at any time and cost \$32 each (plus postage if you want it sent to you).

We need a minimum of 10 to submit an order for the BN Jerseys (which is an improvement on previously having to order 25 at a time). Next order for jerseys closes Friday 6th October. Jerseys cost \$95 each (+ postage if you want it sent to you).

Water bottles with the Bike North 10th Anniversary logo are also available (white bottle, orange lid with purple logo) until the stock runs out. Cost \$4.50 each.

Orders can be made on line or on the enclosed order form and must include payment.

Enquiries: Debbie Edwards, Merchandising Officer on 9436 0969 (after 6pm).



## Letters really do work!

### Alister Sharp's experience with the RTA

So often the response to our letters to authorities is disheartening, but every now and then we have a success that sustains us for another year or two. I have just had such a success (although I imagine I'll have to write more letters to remind the RTA to actually make the changes they have promised).

On 20 April I wrote to the RTA about two issues that bother me on my commute from Hunters Hill to Marrickville via Victoria Rd, Rozelle:

- 1) Unmarked poles in the path where the new cycle/ pedestrian overpass at the junction between Victoria Rd and The Crescent descends to The Crescent (I imagine they are even more dangerous after dark);
- 2) Dangerous 'Left Turn On Red' signs for traffic in Evans St reaching Victoria Rd, Rozelle, from Balmain (riding up the hill on the shared pedestrian/ cycle path I notice the drivers are looking the other way, searching for a break in the traffic).

On 9 June I wrote to the CEO of the RTA asking him to investigate why I'd had no response to my earlier letters. I had an immediate acknowledgement to this letter. Then, on 20 July, I received the following reply (dated 14 July), saying the RTA accepted both my suggestions, and would take action!

*Dear Dr Sharp,*

*I refer to your letter concerning the shared pedestrian cycleway on the City West Link Road and The Crescent, Rozelle and the "Left Turn on Red" (LTOR) sign at Evans Street and Victoria Road, Rozelle*

*In relation to poles on the cycleway, the RTA is currently investigating options to improve delineation or relocating the poles from this section of the shared pathway.*

*I am further advised the LTOR signs facing southbound traffic on Evans Street have been examined and are considered unsuitable for this approach. Arrangements will be made to remove the LTOR signs as soon as practicable.*

*Thank you for bringing these matters to the attention of the RTA.*

*Yours sincerely,*

*Mike Hannon, Acting Chief Executive*

# My Commute

by Kin-Yat Lo

I dreaded the end of daylight saving as I thought I could no longer ride to work. Call me a wuss if you like, but riding up the Pacific Highway and Pennant Hills Road in the dark was rather unappealing, and the thought of fixing punctures on the M2 at night wasn't much better. But how else could I ride home without using those roads?

The alternative: a bus ride which takes just as long door-to-door as the bike (absurd given it's a 30km commute). There is one cyclist who catches the 642 City to Dural bus on a regular basis with his bike, but he has one of those folding contraptions, which just happens to fit neatly into the luggage pen of a low-floor bus. I don't have a folding bike so that option would be rather costly, besides a folding bike would be hard work on the 30km commute to work.

As I sat in traffic on the bus one evening, I wondered if a multi-modal commute was possible by using the train for part of the way home. I figured I could always ride in daylight to work and only the evening journey would be in the dark.

I had purchased some excellent bike lights in preparation for a 12-hour mountain bike race some years ago, which have sat dormant since the last winter. I also have plenty of LED lights, reflectors, cycling backpacks and the like, so the equipment investment was nil.

Yet I was still not convinced it was viable. One of the biggest problems is the trains. Have you tried putting a bike on a peak hour train? I soon realised that the inter-city trains (or V-Sets to the train buffs) are the way to go. These trains have bike hooks in almost every carriage, which are not often utilised.

Having decided that a train is possible there was still one more problem. The Intercity trains depart from Sydney Terminal and my office is at The Rocks, on the other side of the CBD! To be honest I was a little apprehensive at the thought of riding 2km through the CBD during peak hour, in the dark. After my first ride I decided that was no problem, as it's always gridlocked during evening peak hour where bikes are by far the quickest vehicles - speed equals safety. After a few commutes I even enjoyed this

ride through the crisp evening air through a world of bright lights, happily dodging buses and taxis on my way down York and George Streets.

After experimenting with trains at different times, I settled on catching the 5:45pm Newcastle service. It's operated by an 8-car V-Set. I could not only find a hook to hang my bike but usually also a seat with a clear view of the bike.

The Intercity service has few stops, so it's not long before I get off at Epping, waiting 2 minutes or so for the all-stops train, by which time is carrying few passengers and bringing a bike on board is no hassle. Sometimes I ride home from Epping, but that ride includes some horrendously steep pitches on dark but quiet roads, so I don't take that option often.

I finally hop off the train at Pennant Hills Station. Having well and truly cooled down on the train I shiver on the short downhill, which is followed swiftly by a steep climb. Of course, at the bottom of the short downhill is the entrance to the local shops and we all know car drivers will pull into your path when you're going at 40km an hour.

Having huffed and puffed my way to the top of the first hill, I'm back onto a descent. Soon I'm onto Boundary Road, the busiest road in the area and a road I don't enjoy riding during the day. I join this road for a short stretch of downhill, where my speed is comparable to the cars. All the cars give me a very wide berth. I suspect that's because I probably light up like a big Christmas tree in their headlights. I run two sets of tail-lights, Knog bar-end lights, wear a flashing bracelet and I have reflectors everywhere (helmet, backpack, ankle, calves, and shoes).

At the bottom of the hill it is time to turn left onto a side street, bunny hop a gutter and onto a path. Unsealed path, that is. There is no lighting whatsoever so my 5W light comes into its own. Up front I have a set of white LED flashing lights with the NiteStick 5W light, as well as the white glow of the Knog bar-end lights.

This is a short but steep climb on loose gravel, spinning fast in my granny gear to

avoid wheel spin (I'm using slicks on my bike), I hear possums scurry to their hiding place as I ride past. Through a cul-de-sac I go onto quiet Cedarwood Drive, and then a very fast descent on a dimly lit side street before joining another pathway. This one is pitch black and covered with fallen leaves and to make it even more treacherous there are bollards with no reflectors.

I cross Boundary Road at the traffic lights at Francis Greenway Drive and a short section of footpath is used to link up with another cul-de-sac with no street lights. Up a hill I go, huffing and puffing in an (often vain) attempt to spin fast enough to avoid changing into the granny ring.

There's yet another screamingly fast descent on a dimly lit street, before joining the traffic at the local shopping centre. I have no idea why people don't just walk to the shops, or better still ride a bike there, although the centre's afterthought-style bike parking might be a deterrent. Here I join the newly completed cycleway (paved after 15 years of locals using it as a shortcut), past the floodlit sports ovals. Why are all the kids driven to sports training, and then into my driveway? Home at last.

My ride home from the station is not quick. I use a lot of pathways, cul-de-sacs, footpaths(!) and cycleways to avoid major roads which makes it a perfect night commute. The downside of using quiet roads is that the route is slightly longer and the climbs contain far steeper gradients than major roads.

I ride 8.7km on my multi-modal commute home, versus the 32km by bike only. The door-to-door times are remarkably similar. My train fare costs \$6.60 (\$4.40 for the normal fare + \$2.20 child's ticket for the bike). It still beats the \$10.80 return bus fare, and gives me some much needed exercise during the week. It shows that if you can't commute the entire way, at any time of the year, you can always multi-mode!

# Front tyre punctures

by Lindsay Harvey

On a recent Bike North Ride, one of our Ride Leaders had a front tyre puncture, resulting in a fall from the bike and a broken arm. Unfortunately there were two simultaneous events that caused the fall: the tyre blew out completely (not a slow puncture) and he was turning a corner.

I have experienced two front tyre punctures, one going up hill where the tyre gave out due to old age and one going down the Wakehurst Parkway at a speed of about 40kmh. On the uphill puncture there was no fall because of the slow speed and going downhill I was able to keep the bike in a straight line stopped the bike by braking gently and using the rear brake only.

The lessons I've learned to avoid or minimize the chance of falling off the bike with a front tyre puncture are:

- if possible keep the bike going in a straight line
- if possible brake gently using the rear brake only to bring the bike to a stop
- keep your best tyre on the front. When you purchase a new tyre as a result of the rear tyre wear, put the new tyre on the front and change the front tyre to the rear wheel.

Front tyre punctures are more difficult to control and front tyres seem never to wear out. I had left my front tyre on for too long and the rubber perished on the sidewall with age. These days I always put any new tyre I purchase on the front wheel as I don't like the experience of front flat tyres, especially at speed.

# Where did you get that vest?

By Jo Clendon

I feel morally compelled to tell my fellow Bike Northerners about an excellent product. After all, if complete strangers hop out of their cars at traffic lights to ask me about it. Well it must be something special! Not to mention the fact that it works!

So what is this wondrous device? It is the LED Flashing Safety Vest. It is basically a mesh visibility vest, with a reflective cross strip attached to the mesh front and back. The key difference between it and other visibility vests is a little battery back with 2 AA batteries, than when switched to on makes many tiny LEDs embedded in the reflective strip start flashing. The human Christmas tree effect is highly effective. When I wear my vest for the commute home during those darker winter nights, I definitely notice traffic giving me a wider berth. For the morning ride, when the sun is shining, the LEDs are off, and the reflective vest just helps remind sleepy motorists that I am there. For foggy mornings, with the LEDs on, I am less likely to become a 'cyclist in the mist' hood ornament. The one time it rained, it still performed really well.

I am so sold on these things that I have equipped my husband and sister with one each, which they both use and commend with the zeal of converts. And as I said, people actually stop me at traffic lights to ask where I got it from. Because the vest itself is mesh (and adjustable with Velcro side straps) it is very flexible and will even fit over a backpack. The batteries last for ages, and the overall construction is good quality. The vest costs \$40 plus p&p.

So far I have only been able to purchase this item direct from the Manufacturer, whose details I include below because I cannot find them on either the internet or the phone book. Mention you have read this in Bike North's newsletter, and they may just feel generous and waive the postage & packaging.

LED Safety Solutions  
 PO Box 306  
 Ferntree Gully BC VIC 3156  
 Phone/Fax 03 9778 9086  
 Email ledsafety@optusnet.com.au

## LOCAL WORKING GROUPS

Council	Email Address	Contact name	Phone No
Ryde	ryde@bikenorth.org.au	Doug Stewart	9887 1478
		Graeme Woodward	9617 0772
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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

## Five Speed Challenge - Progress?

Have you taken on the five speed challenge? Either privately or registered with Bike North? Chain Mail would love to hear what you have done this year, to lift your support for cycling. What have you have that makes you feel really good?

# Our Favourite Rides

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

## FACT FILE

Ride: Wiseman's Wander / Wisemangrove

Location: Wiseman's Ferry to Spencer for coffee and back / Wiseman's Ferry to Central Mangrove via Spencer and back

Distance: 50kms / 106kms

Bike: Any style of bike

Fitness: Average fitness / Good fitness

**Chain Mail (CM):** *What are the special features of Wiseman's Wander and Wisemangrove?*

Wiseman's Wander and Wisemangrove (WW & WMG): We like to think we are special, away from the city traffic and noise. On a typical ride we would show you something like this: an eerie mist rises from the river; a ghostly ferry slowly becomes fully embodied, the sun brightens the mist, then fades and brightens again and the quietness envelopes you. We lead you along, rattling over our sometimes rather rough surface, admiring the steep bush covered slopes of the Darug National Park and the glassy, still water of the river.

The sun finally annihilates the fog and warms you, as you roll over the undulations. Although we follow the narrow foreshore, we are not flat, nor are we hilly. We give you



a series of small efforts and rewards, without demanding too much.

WW: At Spencer the Wanderers will bask in the sun at tables at the General Store, refuelling with hearty fare. A few locals, dogs and sundry beings come in, as well as tourists who look very out of place with their four wheel drives and inappropriate footwear. The locals continue fishing on the other side of the road, oblivious to the colourful gathering at the cafe.

The return journey is much the same, but I show you a different view of the river. Towards the end the overhead power lines

leading to Wiseman's Ferry are visible, so near and yet so far, I tease you meandering in and out around the foreshore.

WMG: The Wisemangroves, on the other hand, will only pause briefly at Spencer to shed superfluous layers of clothing and refill water bottles. An 11 km climb is imminent, and you should conserve energy over the next 10 km or so leading up to it. Suddenly I present you with The Hill, and your group splinters. I make you work hard over the first 2 kilometres, but then I relent and give you a gentler but continuous grade.

At the top, Central Mangrove cafe is under new management and is keen to attract cyclists and provide decent facilities. The food is quite good, and picnic tables on the grass in the sun are very welcoming.

Going back down is a hoot! My Hill is much more fun in this direction, and even gets mildly technical towards the base. After passing through Spencer again, stopping briefly to refill bottles, the stronger of you try to wear down the others. It works, and about half way back your group is finally split. You all tell tall stories on the ferry – the Ferryman knows this!

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



WW & WMG: We won't lose you, as long as you remember to get on the ferry – we both follow the same road and there is only one. The Wanderers will be fed at Spencer, you'll recognise it because there is a sign, then a couple of kilometres later you will find the shop and some houses.

WMG: You'll know when you've gone far enough, you will not hesitate to stop at the shop, but if you start going downhill again then you've gone too far!



*CM: What level of rider would enjoy these rides?*

WW: I like to cater for riders wanting some quiet kilometres without big hills, high speed, traffic or navigational challenges. I'll give you a continuous ride, but you will have to stop and walk one pick-a-plank bridge which is under repair. Just as well, as its planks gape wide, hungry to swallow your wheels.

WMG: I like to make you suffer – but I know that suffering on the bike is generally self inflicted, so it's really not my fault! If you are fit and think you're pretty fast, then I can give you a continuous and challenging ride, with a good hill climb. Average speeds are likely to be over 25kms/hr, and you won't need to regroup very often.

*CM: Is there anything else to note about these rides?*

WW & WMG: We're best on a Saturday, or even a week day. On Sunday the motorised tourists come out to pound our surface and disturb the wildlife, so they are best avoided. Watch the Rides Calendar for our next invitation – we'll try our hardest to organise magnificent weather!

## Diary Dates

### **BIKE NORTH EXECUTIVE MEETINGS:**

Tuesdays: 1 September, 3 October, 7 November

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

### **Working Group Meetings:**

#### **RYDE, EASTWOOD WOMENS REST CENTRE 7:30PM**

12 September, 10 October, 14 November

#### **HORNSBY, RM 2, THE HOMESTEAD, WILLOW PARK CENTRE, HORNSBY 7PM**

9 October

#### **WILLOUGHBY, CRAFT ROOM, DOUGHERTY CENTRE, CHATSWOOD 7:30PM**

27 September, 25 October, 22 November

#### **NORTH SYDNEY, GEDDES ROOM, NORTH SYDNEY COUNCIL 6PM**

11 September, 23 October, 27 November

For other working groups please contact the Convener for dates.

## Ride to Work Day, Wednesday October 4

The highly successful Victorian Ride to Work Day is going national and we can join in the pilot this year.

Already several Bike North members have registered their workplaces in the Ride to Work Challenge. It's not too late to join in, register your workplace at [www.ride2work.com.au](http://www.ride2work.com.au). You will receive posters and postcards to promote the day in your workplace and brochures on riding to work for those who take up the challenge.

You could talk to your employers about organising a workplace event for those who ride to work that day or there may be a community breakfast in your area. North Sydney council will most likely put on their monster breakfast at the Harbour Bridge steps and there are sure to be others. All workplaces registered are eligible for prizes in the EPA Challenge.

Individuals can also register for the Ride to Work Day at [www.ride2work.com.au](http://www.ride2work.com.au), regardless of whether your workplace is registered. All individual entries go in a lucky draw for a Raceline Forza commuter bike.

Bike North is supporting the promotion of this day in Sydney. Check out our website [www.bikenorth.org.au](http://www.bikenorth.org.au) for more information about community breakfasts or bike buses operating that day, or local information about commuting to work in Sydney.

Carolyn New  
9438 1903, [carolynn@iinet.net.au](mailto:carolynn@iinet.net.au)

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

## OCTOBER

**Date:** Sun 1/10/2006  
**Ride:** Big City Loop  
**Grade:** Medium, BNSW Grade: O Distance: 60  
**Contact:** Scott Ratcliff, 0425 349 104  
**Starts at:** 08:00. Meadowbank Wharf. Medium ride via Cooks R C/P, Mascot, Moore Park Precinct, Return via City CBD, Pyrmont and ANZAC Bridges.

**Date:** Mon 2/10/2006  
**Ride:** A to Z and Beyond  
**Grade:** Medium, BNSW Grade: OTH Distance: 30  
**Contact:** Scott Ratcliff, 0425 349 104  
**Starts at:** 07:30. 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:** Tue 3/10/2006  
**Ride:** Exec Meeting  
**Starts at:** 19:30. St Johns Anglican Church Hall, Coxs Road, Ryde

**Date:** Sat 7/10/2006  
**Ride:** Meadowbank to Bobbo  
**Grade:** Medium Hard, BNSW Grade: OHT Distance: 50  
**Contact:** Doug Stewart, 9874 5594  
**Starts at:** 07:30. Meadowbank Wharf. Medium hard, hilly ride via Eastwood, Browns Waterhole, Turrumurra, & Bobbin Head. Coffee and return. Long climbs and descents.

**Date:** Sat 7/10/2006  
**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 8/10/2006  
**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.

**Date:** Sun 8/10/2006  
**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 caf overlooking Brooklyn with great views. Back track to Hornsby. Moderate hills.

**Date:** Tue 10/10/2006  
**Ride:** Ryde Area Meeting  
**Starts at:** 19:30. '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 14/10/2006  
**Ride:** Fitness Ride for Women  
**Grade:** Medium, BNSW Grade: FX Distance: 1  
**Contact:** Fran Griffin, 9614 0777  
**Starts at:** 08:00. Call for all details including distance and pace! Various routes, no coffee stop.

**Date:** Sun 15/10/2006  
**Ride:** Bays & Foreshores  
**Grade:** Easy Medium, BNSW Grade: PST Distance: 35  
**Contact:** Eric Middleton, 9958 2546  
**Starts at:** 07:30. Meadowbank Wharf. Easy/medium ride to Gladesville Bridge, then follow the bays & foreshores around to Concord for coffee.

**Date:** Sun 15/10/2006  
**Ride:** Governors Loop  
**Grade:** Medium, BNSW Grade: OTH Distance: 55  
**Contact:** Joan Kerridge, 9909 8925  
**Starts at:** 08:00. St Leonards stn concourse Cycle North Shore bike routes and quiet roads to Spit Bridge and Seaforth to Oxford Falls Rd and up to Governor Phillip Lookout at Beacon Hill. Complete the return loop through Harbord, Balgowlah, Spit bridge and back to the start. Of course there will be a coffee stop.

**Date:** Sun 22/10/2006  
**Ride:** Cowan to Peats Ridge  
**Grade:** Hard, BNSW Grade: FHX Distance: 80  
**Contact:** Keith Griffin, 0414 187 427  
**Starts at:** 07:40:00. 'Cowan stn. Hard ride via Hawkesbury bridge to Peats Ridge. Coffee at 'Pie' on return leg.'

**Date:** Sun 22/10/2006  
**Ride:** Sydney Spring Cycle Sydney  
**Grade:** Medium, BNSW Grade: Nul Distance: 50  
**Contact:** Pam Kendrick, 9872 2583  
**Starts at:** 00:00. Cycle Sydney is organised by BNSW. Many Bike North members will be entering and we encourage you to join in. Details at www.bicyclensw.org.au

**Date:** Sun 29/10/2006  
**Ride:** Concord for Cake  
**Grade:** Easy, BNSW Grade: PST Distance: 25  
**Contact:** Scott Ratcliff, 0425 349 104  
**Starts at:** 08:30. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.

### 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 29/10/2006  
**Ride:** Northern Beaches and Back Roads  
**Grade:** Medium Hard, BNSW Grade: FHXT Distance: 86  
**Contact:** Malcolm Hart, 9713 1994  
**Starts at:** 07:30. 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.

## NOVEMBER

**Date:** Sat 4/11/2006  
**Ride:** Olympic Park Ride  
**Grade:** Easy, BNSW Grade: CPS Distance: 25  
**Contact:** Doug Stewart, 9874 5594  
**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:** Sat 4/11/2006  
**Ride:** Wisemangrove  
**Grade:** Hard, BNSW Grade: FHX Distance: 100  
**Contact:** Fran Griffin, 9614 0777  
**Starts at:** 08:30. Wiseman's Ferry kiosk. Ride through Spencer, climb to Central Mangrove and return. Fast pace, coffee at Spencer on return leg.

**Date:** Tue 7/11/2006  
**Ride:** Exec Meeting  
**Starts at:** 19:30. St Johns Anglican Church Hall, Coss Road, Ryde

**Date:** Sat 11/11/2006  
**Ride:** Spaghetti Western  
**Grade:** Easy Medium, BNSW Grade: OP Distance: 35  
**Contact:** Fran Griffin, 9614 0777  
**Starts at:** 08:00. Whitby Rd King's Langley, near Hutchins Cr. Medium paced ride on the M7 cycleway to Lighthorse Interchange and return. Coffee at Rooty Hill shops.

**Date:** Sat 11/11/2006  
**Ride:** Beyond Barrenjoey  
**Grade:** Medium Hard, BNSW Grade: OTXH Distance: 60  
**Contact:** Robyn Tuft, 9144 1325  
**Starts at:** 00:00. Medium hard ride from Turramurra via back roads to Palm Beach, ferry across Broken Bay, superb scenery around Kilcare. Train from Woy Woy. Short gravel sections. Some hills, relaxed pace. CtoC

**Date:** Sat 11/11/2006  
**Ride:** Brooklyn Brunch  
**Grade:** Hard, BNSW Grade: FTHHX Distance: 90  
**Contact:** Doug Stewart, 9874 5594  
**Starts at:** 07:00. 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:** Sun 12/11/2006  
**Ride:** City Circle  
**Grade:** Medium, BNSW Grade: STP Distance: 40  
**Contact:** Joan Kerridge, 9909 8925  
**Starts at:** 07:30. Artarmon Stn east side. Medium ride to the historical areas of Sydney CBD including Harbour Br., The Rocks, Darling Harbour, Paddy's Mkt., Kings Cross and Woolloomooloo with coffee stop.

**Date:** Sun 12/11/2006  
**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:** Tue 14/11/2006  
**Ride:** Ryde Area Meeting  
**Starts at:** 19:30. '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 18/11/2006  
**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 19/11/2006  
**Ride:** Hills and Surfside  
**Grade:** Hard, BNSW Grade: FTH Distance: 80  
**Contact:** Malcolm Hart, 9713 1994  
**Starts at:** 07:00. 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:** Sun 19/11/2006  
**Ride:** Concord for Cake  
**Grade:** Easy, BNSW Grade: PST Distance: 25  
**Contact:** Debbie Edwards, 9436 0969  
**Starts at:** 08:00. Meadowbank wharf. Easy ride along the PVC over Silverwater bridge to Olympic Park, then on to Concord for coffee. Return a different way.

**Date:** Sun 26/11/2006  
**Ride:** Footloose in the Foothills  
**Grade:** Medium, BNSW Grade: XOT Distance: 60

**Contact:** Keith Griffin, 0414 187 427  
**Starts at:** 08:30. McQuade Park, Windsor. Medium, very scenic ride through Grose Valley, Kurrajong and Freemans Reach

**Date:** Sun 26/11/2006  
**Ride:** St Leonards to North Head  
**Grade:** Medium, BNSW Grade: OHT Distance: 45  
**Contact:** Steve Hillier, 9899 5432  
**Starts at:** 07:30. St Leonards station concourse. Medium ride via Beauty Point, over Spit Br to Balgowlah & Manly. Coffee at North Head, return on a similar route.



**Hawkesbury River on the Wiseman's Wander ride.**

### 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.